

Weather

Fine weather today. The maximum temperature yesterday was 66.4 and the minimum 52.5 the figures for the corresponding day last year being 54.6 and 58.6.

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36 pages in four sections

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STRIFE IN MUNICH FOLLOWS ATTEMPT TO CRUSH SOVIET

Heavy Fighting Reported
To Be Raging In
City Streets

MINISTER KILLED

Neuring Loses His Life
In Elbe In Uprising
At Dresden

FORCES IN BATTLE

Dusseldorf Strikers Turn
Machine Guns Against
Government Troops

(Reuter's Agency War Service)
Berlin, April 13.—The latest reports state that the Communists in Munich have not yet been mastered and heavy fighting is raging in the streets between the Government troops and the Red Guards. The latter, with the aid of trench-mortars, have recaptured the railway station, post office and several other public buildings.

Belakun Breathes Defiance
Copenhagen, April 12.—A message from Budapest states that the Hungarian Soviet Commissary, Belakun, in a violent speech, said: "We will not lay down our arms until the Bourgeoisie has been completely crushed."

Arrests Are Reported
Copenhagen, April 13.—A message from Nuremberg states that the garrison of Munich has established a military dictatorship and the heads of the Soviet Government have been arrested.

A message sent from Weimar today says that the Soviet Government was overthrown by the garrison of Munich. The Bavarian Government has sent the deputy Vogel to the capital charged with supreme authority. All the Soviet decrees are annulled.

Outbreak in Dresden
Copenhagen, April 13.—A message sent from Dresden yesterday states:

500 soldiers marched in procession this morning to the Ministry of War to protest against the order issued by the Minister of War, Neuring, that wounded men in future would receive only peace-time pay.

Neuring refused to receive the deputation, whereupon the crowd, incited by Communists, overpowered the sentries. Government troops were summoned but refused to fight and handed over their arms. The crowd then machine-gunned the Ministry of War, forced an entrance, seized Neuring, who had taken refuge in an upper storey, dragged him into the street, severely maltreated him, threw him into the Elbe from a bridge and fired at him when he tried to swim until he disappeared under the water.

State of Siege Proclaimed
Copenhagen, April 13.—A message sent from Dresden yesterday says that a state of siege has been proclaimed.

The entire Saxon Ministry has issued an announcement stigmatising the murder of the Minister of War, Neuring, as bestial and necessitating sharp measures on behalf of the Government.

A later telegram states that the Ministry promised a deputation of soldiers that all their demands should be granted.

Assault Is Expected

Berlin, April 13.—An assault on the citadel of Dresden is expected at any moment. Fighting is proceeding in the streets and the troops have garrisoned the famous Court Church defending a vital bridgehead.

Fighting At Dusseldorf

Copenhagen, April 13.—A message from Dusseldorf states that, after an extremely violent bombardment, Government troops ejected the Spartacists from Abergelk market place. The majority of the Spartacists fled in the direction of Eller.

Berlin, April 13.—There has been serious fighting at Dusseldorf where strikers have been maintaining an incessant machine-gun fire on the railway station. The Government troops are using artillery and mine.

(Continued on Page 2)

Amount Germany Must Pay For Reparation Is Fixed Definitely By Big Four

Fifty-Five Percent Of Hundred And Twenty-Five
Billion Francs Allotted To France Who
Will Also Get Saar Mines

(Reuter's Agency War Service)

Paris, April 13.—The Council of Four has fixed the provisional sum which Germany must pay for restitution and reparation at 125,000 million francs, of which fifty-five percent is to be allotted to France.

The whole sum will be paid in gold, raw materials or negotiable securities in annual installments, the minimum amount of which will be laid down in the Treaty of Peace. Germany must make restitution and reparation in full as it is impossible at present to fix the price to be paid owing to the variation in the prices of raw materials and labor.

Moscow Sends Emissaries
Paris, April 13.—A message from Zurich says that the Deutsche Tageszeitung states that emissaries from the Moscow Government have started with the object of entering into pourparlers with the Entente.

French diplomats state that the Council of Four has decided that the ownership of the Saar mines shall be assured to France in perpetuity. France will police the Saar district but the political sovereignty will be exercised by a sort of directorate of five members, under the League of Nations, for fifteen years, after which the inhabitants will be entitled to decide their political status by a plebiscite. If they then desire to remain under German administration, Germany must buy back the mines from France.

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**Flight Over Atlantic
About To Be Started**

**Hawker, Australian, Ready For
Effort And Only Awaits
Clear Weather**

(Reuter's Agency War Service)

London, April 14.—The matter of wind and weather over the Atlantic is regarded as the principal matter in connection with great attempts to make trans-ocean flights.

The conditions prevailing on the surface of the sea in no way correspond to those in the upper regions of the air. The fact that wind frequently travels north and south instead of east and west renders a dependable forecast almost impossible. The wind will probably be on the beam of fliers across the Atlantic, resulting in a marked drift which no aeronautical instrument is yet capable of determining.

Must Use Wireless

The only means the fliers have of discovering their general locality is by keeping in wireless touch with ships.

For where the due allowance for the wind can be ascertained, the drift must lengthen the journey. Another important consideration is how far advantages may be taken of the wind without opening the throttle of the engine to the fullest extent. In this a compromise will be struck, due attention being paid to the need of keeping the engine always within its work.

The position may be complicated by sudden changes in the wind, necessitating the pilot simply taking his chance.

Fog Causes Delay

Fog, which is the aviator's worst enemy, is at present prevalent in the region of Newfoundland.

Experts differ regarding the superior merits of simple and multiple engines but it is noteworthy that the Australian, Hawker, news of the beginning of whose flight is awaited by the former, which is embodied in the Sopwith aeroplane on which he is relying.

The engine will be severely tried, for it is roughly estimated that it will do 2,000,000 revolutions during the flight.

Awaits Better Weather

St. John's, Newfoundland, April 14.—Hawker, with a Sopwith aeroplane, announced that he would start on his flight across the Atlantic at 6 o'clock this evening, but the start was postponed at the last moment owing to bad weather.

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that, owing to the breaking up of great Empires, Central Europe had been Balkanised into small States. Care must be taken lest causes of future unrest be created by the settlement now being made.

The Russian situation was one of the most complex problems ever dealt with by any body of men.

Whole Country In Chaos

One difficulty was there is no Russia. Nobody could say that the organisation controlling Central Russia was even a *de facto* government for the whole of Russia. They had the spectacle of a vast country in chaos, confusion and anarchy.

It is just like a volcano which is still in fierce eruption and the best you can do is to provide security for those dwelling on the most remote and most accessible slopes and to arrest the devastating flow of lava so that it shall not scorch other lands.

There was no question of recognition. It was never proposed and never discussed because no Government represented the whole of Russia and because the Bolshevik Government had committed crimes against Allied subjects which would make it impossible to recognise it even under other circumstances, and because even at this moment they are attacking our friends in Russia.

Dissusses Invasion

Examining the proposal in favor of military intervention in Russia Mr. Lloyd George said that there was a very sound fundamental principle of our foreign policy; we never interfere in the internal affairs of other countries, however badly governed, and, notwithstanding the state of feeling in Great Britain the practical difficulties of a gigantic military enterprise into Russia are immense. Russia had often been invaded, but never conquered by a foreign foe. Even if this conquest was possible, political and practical difficulties remained.

The Premier was horrified at the Bolshevik teachings but he would rather leave Russia Bolshevik until she saw what Bolshevism is doing than see Great Britain bankrupted by a costly military intervention, because that would be the surest road to spread Bolshevism in Great Britain.

He was convinced that to attempt military intervention in Russia would be the greatest stupidity. The British Government supported Admiral Kolchak and General Denikin because they revolted against the Bolshevik Government at our instigation and largely at our expense and prevented the Germans securing resources in Russia which would have enabled them to break the blockade.

Had we abandoned them to the Bolsheviks, it would have been an act thoroughly unworthy of any great land. They only asked to be supplied with arms and we did not regard that as the least departure from Britain's fundamental policy.

Monument Erected

Our policy was to prevent a forcible eruption of Bolshevism into the lands of the Allies and therefore we are organising all the forces in the Allied countries bordering on the territories from the Baltic to the Black Sea. If Bolshevism attacked any of our Allies it would be our business to defend them.

The world could not be passive so long as Russia is rent by civil war. Our policy was to induce the warring parties in Russia to meet and discuss the establishment of a commonly acceptable authority which the Allies could recognise as the Russian Government. The speaker said he did not despair of a solution and there were, even now, promising factors. Reliable information indicated that, while the Bolshevik forces are apparently growing in strength, Bolshevism itself is rapidly declining and is already beaten before the relentless economic pressure. There were unmistakable signs that Russia is emerging and when she is again sane and normal we should make peace in Russia.

Replies to an interruption by Mr. J. R. Clynes, the Premier said that the Government had had no approaches at all from the Bolshevik Government in Russia. He had heard reports that others had had proposals which could be assumed to be authentic. These had never been submitted to the Peace Conference by any member of the Conference and therefore the Conference had not considered them.

General Peace Terms

Referring to the terms of the general peace, the Premier said that the representatives of the Great Powers had reached a complete understanding on the great fundamental questions affecting peace with Germany. They had formulated those demands and he hoped that by the end of next week they would be presented.

Mr. Lloyd George strongly denounced the attempts to sow dissension and distrust between the Allies. He said that no one could have treated more sympathetically the peculiar problems and special susceptibilities of Europe, with its long and bitter memory of national conflicts, than President Wilson. They had never forgotten the poignant fact that most of the sufferings and sacrifices of the war had been borne by heroic France and they had not forgotten that she was entitled to feel a sense of security against a repetition of the attack.

"Upon all question that have come before us we have come to unanimous

conclusions." What happened at the Vienna Congress showed the importance of unanimity.

Concerning Publication

The Peace Conference had unanimously and unhesitatingly concluded that it would be a first class blunder to publish the terms of peace before they had been discussed with the enemy. No peace conference had given its proceedings so much publicity, but he would rather have good peace than a good press. The Conference would take every action necessary to prevent premature publication, which would only encourage the enemy to resist. He declared that every pledge the Government had given had been incorporated in the Allies' demands. The Government had never swerved an iota from these demands. They stood by them because they thought them just. We want a stern peace because the occasion demands it, but it must be designed not to gratify vengeance, but to vindicate justice. Every clause and term must be justified on that ground. Above all, we want to protect the future against a repetition of the horrors of this war.

I am going back to Paris if the House wants me to go. Whoever goes back will meet the emissaries of the enemy and must possess the full confidence of Parliament. Parliament should repudiate the Treaty when it is signed, but it would be very difficult, so that before anyone goes to Paris Parliament must feel, at any rate, that whoever is there will carry out pledges to the utmost of his power and conviction.

Great Armaments Abolished

After denouncing newspaper attempts to sow dissension between the Allies and emphasising the necessity of freeing commerce and industry as soon as possible and reducing the enormous war expenditure. Mr. Lloyd George said that one of the results of peace would be the abolition of the great Continental menace of armaments. The forces of Germany would be reduced to an army only just adequate to police her cities and protect her commerce. We and Europe must profit by that fact. The danger was not that there might be a resurgence in Germany, because Germany would only with difficulty find eight thousand armed men to preserve order. The danger was that the world is going to pieces and the gaunt spectre of hunger is stalking through the land.

The Premier concluded by emphasising that it was the duty of all statesmen, parliamentarians and guides of public opinion not to soil the triumph of right by indulging in angry passions but to consecrate the sacrifices of millions to the permanent redemption of mankind from the scourge and agony of war.

In the course of his speech Mr. Lloyd George made a sensational attack on "the attempts of certain newspaper owners who were suffering from diseased vanity to sow dissension between the Allies. The Times is a half-penny edition of the Daily Mail. On the Continent there is an idea that it is the semi-official organ of the Government. That shows how long old traditions take to die."

Flying Restrictions Are Lifted By Britain

(Reuter's Agency War Service)

London, April 14.—In the House of Commons today General Seely stated that civilian flying would begin on May 1.

Knights Of Columbus To Entertain Sailors

Local K. of C. Men To Screen 'America's Answer' On U.S.S. Brooklyn Tonight

Tonight is Knights of Columbus Night on the U.S.S. Brooklyn, local K. of C. Men having made arrangements to screen "America's Answer," the great war film shown at the Olympic Theater during the United War Work Campaign under the direction of the United States Committee on Public Information.

The picture will be shown on the quarterdeck of the flagship and same 500 officers and enlisted men of the Brooklyn will see the film.

"America's Answer" is in eight reels and was brought to the Orient by Mr. Barry McCarty of the Frawley Company, K. of C. courier to the Far East, after it had been seen here. Mr. McCarty exhibited the film at Manila, Hongkong and Saigon and on the U.S.S. Wilmington.

AMERICAN CO. PRESENTS SWORD TO LIEUT. SWAN

S.V.C. Corps Unit Parades To Jetty To Bid Popular Officer Godspeed

An interesting presentation ceremony took place yesterday afternoon at the N.Y.K. Jetty when the American Company, S.V.C., paraded to wish former Lieutenant A. H. Swan Godspeed on his journey to the United States and to present him with a silver saber as a mark of appreciation for his long and valued service.

The speech of presentation was made by Capt. S. A. Ransom, who referred in terms of sincere praise to Lieut. Swan's activities in the unit and the prominent part he has played in building the organisation up. Lieut. Swan responded with a brief and appropriately worded speech and the company gave him three enthusiastic cheers. The scabbard of the handsome weapon presented was suitably engraved with a note of the occasion and the words "presented by the American Company."

Lieut. Swan had been a member of the unit for over six years and had been a lieutenant for the past five years. He was acting captain during Capt. Ransom's absence and has always been one of the most energetic members of the Corps. He goes home, accompanied by Mrs. Swan and children, to complete the course in medicine at Chicago University, having already fulfilled a part of the requirements toward a degree. He expects to be gone about two years and will then return to China.

Russian Relief Force Commanders Named

(Reuter's Agency War Service)

London, April 13.—Brigadier-General G. W. Grogan, V.C., of the Worcesters, and Brigadier-General Seddler-Jackson, of the Ninth Lancers, will command brigades of the Russian Relief Force.

BRITISH MINERS VOTE FOR SANKEY REPORT

Majority In Eleven Coalfields Overwhelmingly Favors Accepting It

(Reuter's Agency War Service)

London, April 13.—The results of the ballots of the miners employed in eleven coalfields show that 462,980 are in favor of accepting the Sankey report and 53,825 against it. These figures include South Wales, which is seven to one in favor of accepting, although the local leaders advised the rejection of the report.

New Spanish Cabinet Has Maura As Premier

(Reuter's Agency War Service)

Madrid, April 14.—The Cabinet has resigned.

Madrid, April 15.—The new ministry has been formed with Senor Maura as Premier. The Minister for Foreign Affairs, Senor Gonzalez Hontoria, is a nominee of Count Romanones.

Prince Nashimoto Going To Marchuria

(Reuter's Pacific Service)

Tokio, April 13.—The Imperial Prince Nashimoto, instead of commanding the troops in Siberia, assumes command of the troops in Manchuria. The Prince will leave Liao-yang for Roko on April 20.

Munich Soviet Forces Desperately Resisting

(Continued from Page 1)

Throwers against the Spartacists, who have constructed trenches and barricades in the streets, and are stubbornly resisting. Extremely heavy fighting is expected and martial law has again been declared in the town. Offer of Bolsheviks.

Berlin, April 14.—The Deutsche Tageszeitung states that after the outbreak of Bolsheviks in Hungary Lenin forwarded a Note to Scheidemann, the German Premier, containing an offer from Bolsheviks Russia and Hungary to form an alliance with Germany against the Entente and to immediately place half a million men at the disposal of Germany.

The Note offered to guarantee Germany its 1914 frontier, except Alsace-Lorraine and Poland. Germany was to assist Russia against the Entente and to form a purely socialist Cabinet.

Amsterdam, April 14.—It is reported from Gelderland that the Spartacists in Westphalia are advancing towards the Dutch frontier. Prussian Government troops are fruitlessly endeavoring to prevent their advance.

COLLISION IN RIVER

A Chinese junk, Chin Pao Yuan, outward bound with a load of kerosene, was sunk Friday when she was struck amidships on the port side by the Japanese steamer Fuyo Maru off No. 13 Buoy. The vessel was later salvaged and beached on the Shanghai side of the river by the Shanghai Dock and Engineering Co.

Wires Lloyd George Concerning Indemnity

Premier Replies That Experts Are Estimating Amount German Can Pay

(Reuter's Agency War Service)

London, April 14.—Colonel Claude Lovett, M.P., has telegraphed to Mr. Lloyd George assuring him that the message sent by Mr. Kennedy Jones and other members of the House of Commons, was framed in no spirit of disloyalty and hoping that what Germany will have to pay today will be merely payment on account and that the amount Germany will finally pay will not be decided until the potential resources of Germany can be gauged more easily than at present.

Mr. Lloyd George has replied that experts are taking full account of further possibilities.

OPIUM INVESTIGATORS ARRESTED ON SUSPICION

Nantao Police Hold Anti-Smuggling Society Men For Trial As Impersonators

Four representatives of the Anti-Opium Smuggling Association, Siking Road, were arrested and committed to trial on charges of impersonation at the Police Court in Nantao Friday.

The party, which was remanded in custody, consisted of an inspector, Shen Hsing-ung, two assistants, Tang See-hai and Kee Ah-maw, and one secretary, Chen Wu-mei. They were conducting an investigation of alleged opium traffic in Kaoehao, Pootung, when they were arrested.

In spite of the protest of the Siking Road institution, Police Magistrate Liu ruled that the case should be thoroughly thrashed out in view of the numerous cases of impersonation of police officials occurring in Pootung.

Military Authorities To Take No More Cars

Cessation Of Commandeering Expected To Relieve Freight Congestion

In reply to the request of the Commercial Federation of Shanghai the Ministry of Communications yesterday telegraphed that, in order to relieve the congested condition of merchandise in Pukow and other cities, it has ordered the military authorities in Anhui not to commandeer any more railway coaches.

Some time ago, the Shanghai organisation complained of the scarcity of accommodation on the Tientsin-Pukow Railway for the transportation of cargo from Pukow to Shanghai. The cars, it is understood, were commanded by the military authorities of the provinces for the transport of troops to Manchuria. Consequently, the local merchants claimed big damages on account of the delay caused by the congestion as well as by the deterioration of perishable goods.

DUC DE MONACO.
GRAND VIN SEC

Dry Champagne

REIDS LIMITED
Agents: Reid, Evans & Company
or from
Caldbeck, Macgregor & Co.

LANE, CRAWFORD & CO., LTD.

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New Stock—Just Arrived

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PERAMBULATORS

High-Class Quality

All Colors

Best London Manufacture

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LANE, CRAWFORD & CO., LTD.

Abraham Lincoln on PROPERTY and SAVING



Lincoln said:

"Property is the fruit of LABOR. That some men should be RICH, shows that others MAY BECOME rich, and hence is just encouragement to INDUSTRY and ENTERPRISE."

"Let not him who is HOUSELESS pull down the house of another—but, rather, LET HIM WORK DILIGENTLY and BUILD ONE FOR HIMSELF—thus by example assuring that HIS OWN shall be safe from violence when built."

"Teach ECONOMY! That is one of the FIRST and HIGHEST virtues! If begins with SAVING MONEY."

Get the SAVINGS BANK habit! It is a healthful sign in a young man to see him ATTENTIVE TO HIS JOB, living WITHIN HIS MEANS—and from time to time LAYING AWAY a little at interest!

Begin right away! A DOLLAR will start you—and every dollar at interest is one dollar MORE toward INDEPENDENCE!

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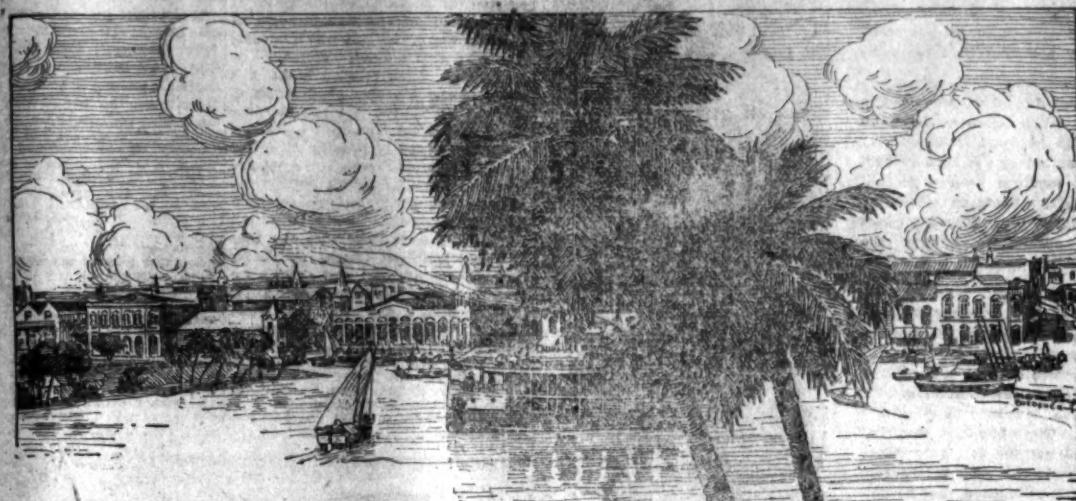
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IT DOES NOT CURL OR KICK UP. IT IS SEAMLESS.

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IF YOUR DEALER CANNOT SUPPLY YOU,
DO NOT DENY YOURSELF
THE JOY AND PLEASURE
THAT THESE RUGS WILL
GIVE YOU, BUT CALL ON
US AND WE WILL SEE
THAT YOU ARE SUPPLIED.



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International Reputation

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POPULARITY, AN INTERNATIONAL REPUTATION, ONLY
BECAUSE THEY DESERVE BOTH—THROUGH THEIR
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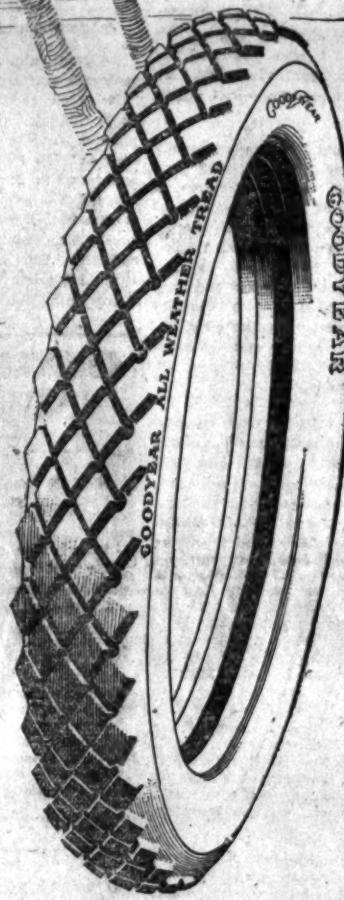
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New Breveities

Mr. W. M. Dowdall, the well known Shanghai architect, left for England yesterday. A large number of friends were present at the jetty to see him off.

The will of Mrs. Amy Bell was admitted to probate by order of Judge Lobinger in the United States Court yesterday. The testament leaves the personal estate to the testatrix's sister, A. U. Bilyea, by reason of a substitution of her name for that of the testatrix's sister-in-law.

A hundred tins of opium seized in possession of a Chinese boatman near the Shand Road bridge Friday were confiscated by the Mixed Court yesterday, together with a \$5 bill with which the boatman attempted to bribe C.P.C. 569. The defendant failed to appear to answer the charge and his bail, \$100, was forfeited.

A Nadler, an unregistered foreigner, was sentenced to one month's imprisonment by Assessor Hayashide and Magistrate Wang in the Mixed Court yesterday for theft of a gold ring from a jeweler's shop at 105 Broadway. The defendant said that he had nothing to eat for three days and stole the ring in order to buy food. He admitted that he had made a mistake and asked for leniency.

A chauffeur who ran down a Chinese boy, breaking his leg, on the Nanking Road Friday was fined \$30 in the Mixed Court yesterday. He was ordered to pay the boy's hospital bills.

A Singkeipang Road opium smoking establishment yielded 309 tins and 149 small packets of opium, a large quantity of smoking paraphernalia and a quantity of small change to raiding police. The seized articles were ordered confiscated by the Mixed Court yesterday and the proprietor was fined \$50. A Chinese woman charged with keeping another opium selling establishment was fined \$100 and 57 tins of the drug were confiscated.

Dr. W. G. Hiltner, who recently returned to China after several months service with the American Red Cross in Siberia, has located permanently in Shanghai for the establishment of a practice here. Dr. Hiltner is a Harvard Medical School graduate and first came to China several years ago as Professor of Surgery in the Harvard Medical School here. Later he accepted the chair of surgery at Nanking University Medical School and last year when the call was made for doctors to go to Siberia he tendered his services to the Red Cross.

Mr. E. H. R. Wade, Commissioner of Customs; Mrs. Wade, Mr. J. W. Rice, Mr. and Mrs. A. H. Swan, Mr. and Mrs. L. J. Hughes and Mr. A. W. Dawson were among the passengers sailing for Japan on the Kumano Maru.

The Nantao Electric Car and Construction Company will hold its second annual meeting this afternoon at 2 o'clock at the company's premises. The report and accounts of the last year will be read and directors for the ensuing year will be elected.

The Ningpo and Shaohsin Commercial Steamship Company will hold its tenth annual shareholders' meeting this afternoon at 2 o'clock at the Chinese Chamber of Commerce, North Honan Road. Directors and auditors will be elected and the accounts for the past year will be read.

South African Post Retained By Buxton

(Reuter's Agency War Service)

London, April 14.—Press Bureau. At the request of the Imperial Government, Viscount Buxton continues as Governor-General of the Union of South Africa until June, 1920.

"OSRAM" - "G.E.C."

DRAWN-WIRE-LAMPS

"NO OTHER LAMP IS STRONGER"

Obtainable from all Electrical Dealers or from the Sole Importers

The General Electric Co. (of China), Ltd.

Shanghai—Hongkong—Hankow
Nos. 1 and 2 Ningpo Road, Shanghai

Phones 1808 & 1809

Astors Now In U.S. On A Belated Honeymoon



CAPTAIN JOHN J. ASTOR AND WIFE.

Captain John Jacob Astor, youngest son of Baron Astor, arrived in New York recently with his wife, Lady Violet. Though they were married in August, 1918, they are now on their honeymoon, the delay being due to Captain Astor's service in the world war and the fact that he is recovering from a wound which resulted in the loss of part of his right leg. The couple arrived on the steamer Olympic and will leave shortly for Palm Beach.

ADMIRAL RODGERS PAYS OFFICIAL VISITS HERE

Calls At Bureau Of Foreign Affairs And At Army And Navy Headquarters

Admiral Rodgers of the U.S. Asiatic fleet paid official calls at the American Consulate-General, Bureau of Foreign Affairs and the offices of Admiral Tang and General Lu yesterday, following Consul-General Sammons' official visit aboard the old man.

It is announced that a reception and tea данстан will be given in the Admiral's honor at the Carlton next Wednesday afternoon. Consul-General Sammons will give a dinner in his honor the same evening and other affairs are being arranged.

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Refracting and Manufacturing



Crookes, Torics,
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CHINESE OPTICAL CO.

P.852 Nanking Road

Hypnotism And Real Magic As Practised In China

BY ROVER
(Written especially for THE CHINA PRESS)

The outside world regards Buddhism, Taoism and Confucianism as the three staple religions of China and it takes no stock whatsoever of a great religion which holds in its ranks of adherents millions of human souls. I am referring to the cult which is commonly known as Devil Worship by foreigners. This religion holds full sway among the aboriginal tribes of Yunnan, Kwachow, Southwest Szechuan and West Hunan. I cannot undertake to explain exactly what this means that would be beyond my power, and I think I may say beyond the power of any missionary or theological student to explain. I can only tell you what I have seen with my own eyes and heard of from absolutely authentic witnesses, and allow my readers to form their own conclusions.

Shenckow, a city on the Yuen River, in West Hunan, has been famed for countless centuries for the cleverness of its mediums who will undertake to invoke the power of demons to assist their clients, when in fear of death from disease or accident.

The procedure is this: A man becomes suddenly ill, Medicine and the

native doctors are powerless to avert the inevitable death. Then arrangements are made for the seance. The medium is sent for, no matter how far away he may reside, and the family starts on a course of strict fasting. On the hour appointed for the ceremony arriving, great numbers of the relatives are gathered around the bed. At length, the eagerly awaited professor arrives. Sacrifices are made and weird incantations are uttered.

In the case which I was privileged to witness, the wizard turned to the assembled company and asked that a young boy who had not yet reached puberty should be placed at his disposal to be hypnotized and made a body as a temporary habitation for the evil spirits he would call on for assistance.

The boy was forthcoming. Just an ordinary country boy and one who certainly had no particular qualifications and who possessed neither extraordinary personal strength nor any attributes out of the common.

The lad stepped forward at a command from his employer, and placed himself at the disposal of the wizard.

We soon saw that the boy had made his hair almost stand on end. If I had not pinched myself to make sure I was awake I would have thought I was either drunk or dreaming. The old man made a few passes before the eyes of the lad. Quick as a flash of

lightning, the transformation was affected.

As the devil entered into the boy, his very appearance changed. Where a moment before he was a mere comical lad, in the twinkling of an eye quite another being stood before us although the outward appearance was the same. His voice was changed as he uttered terrifying yells and screams. Springing to his feet, he sprang into the air to an enormous height, and six strong lusty goblins were unable to hold him in subjection. He was filled with a strength which was uncanny and beyond the human power of comprehension. In this terrifying interlude, the master of ceremonies continued without ceasing his incantations and prayers. Gongs were beaten, crackers were fired off and the din was terrible to hear. But still the unconscious sick man appeared oblivious to all this fuss and tumult.

While the possessed lad was writhing, snarling, biting and utilising the confined strength of his attendants to hold him down, the old man, just as if all this was a part of his daily routine, went up to the patient and said, "I will now take the boy." Turning to the possessed youth, with a few passes he restored him to his normal self, and left him lying supine and exhausted on the floor. The master, turning to the assembled company, assured them that the patient would not die. And sure enough he did not. I made it my business to watch the case for several days, and when I left that city, the rich man was convalescent, and danger was over.

On another occasion I saw another instance of this peculiar practise. One of my men was attacked by agonising pains in the stomach. Any remedies which I could offer him were

without avail. His yells and screams of agony were things terrible to hear. My secretary ran away to the city and brought back with him one of these professors of magic. The man on entering my room simply called for a bowl of water. Making all kinds of signs with his finger over the contents, he made a peculiar mumbling incantation. The patient's mouth was pressed open, and the bowl of water was forcibly poured down his throat. The result was startling in the promptness of the cure. No sooner had this enchanted water entered the abdomen of the poor coolie than the pain disappeared and he stopped his

yells and terrifying struggles. The man was carried to bed and the next day he was able to resume his work and carry his load over the steep mountain passes, as well as his neighbor. I could enlarge upon these instances by giving many other occasions where I have come personally in contact with this power which has to be admitted, although it cannot be explained. But I will let it go at that. I want my readers to understand that in China there are innumerable proofs of the old saying, "There are more things in Heaven and Earth than the understanding of man can fathom."

Hall & Holtz, Ltd.

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ROYAL WORCESTER CORSETS



We have just received the latest styles of these renowned CORSETS, unequalled in style and finish. Models to suit all figures.

Here is presented an exquisite new corset modelled for wear now.

STYLE 578 average figure, low bust, elastic side section
price \$6.50 pair

Bon Ton CORSETS



BON TON CORSETS are leaders, and always look the part. Down to the smallest details, top quality is always maintained.

STYLE 871, as illustration, in Pink or White Fancy broche, 3" bust average figure. A beautifully gored model, with the fashionably low, full bust. Will give the wearer particularly stylish lines. Very long skirt, size 19 to 30. \$10.50 pair

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The Leonard Cleanable Refrigerators

Lined Porcelain on Steel.
Like a clean china dish.



Golden Oak
finish.
Keeps food
in ice-cold,
fresh, circulating
air.

Easy to
clean,
Germ-proof
Shelves,
Ten walls of
Insulation.

Revolving
Shelves,
Easily kept
clean.

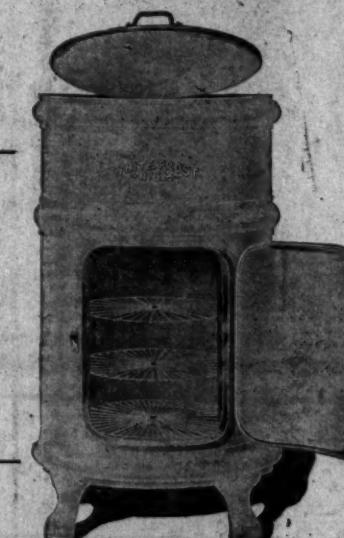
Scientifically
Constructed,
Saves
Ice.

Awarded First Prize at San Francisco Exposition.

More "Leonard" Refrigerators are sold every year than any other make. Stocked in 12 different sizes.

White Frost Refrigerators

All Metal Enamelled White



Germ-proof

STOCKED IN THREE SIZES. MODERATE PRICES.

WEEKS & CO., LTD., SHANGHAI & HANKOW.

Winter Days Along
The Rhine(From *The Stars and Stripes*, the
American Soldiers' Paper in France)

Now that the Third Army is settled, denials with the various outfits have more engagements than even the Red Cross nurses or telephone operators. Often their appointment books—the denials—are filled weeks ahead of time.

Two Yanks were booked recently for a scrap at Coblenz, and they got to talking about it in the afternoon. Then they started to argue, and before their friends could separate them they had become embroiled in a good-old fashioned catch-as-catch-can fight. The result was that they languished in the brig that night, while substitutes fought in the big ring at Coblenz in their stead.

The 146th and 148th Field Artillery Regiments used to wander up and down the front like lost souls, belonging to no division and fighting wherever they were sent. Now they are taking life more or less easy at Hohr. And at Hohr are located some of the finest of German pottery works, so that the Yanks are enabled to lay in a large stock of beautiful pipes which, after all, are some of the things for which Germany is noted. And the best part of it is that they don't cost as much as a helmet or a jug or even an Iron Cross, and they make the best souvenirs in the world.

Up at Dierdorf, headquarters of the 128th Infantry, some members of the command are bathing in a brewery—no, not in beer.

He was a big, fat, unusually jolly mess sergeant who relieved himself of his feelings. He had been working hard all morning in a very dilapidated mess shack on the side of a hill, prey to all the icy winds that blow, and had just been ragged by his superiors because his leaky, smoky field range refused to bat 390.

"Why don't you fellows give us a write-up?" he demanded as he came out of his inferno, surrounded by smoke and rubbing his smarting eyes. "You write about the fine hotel kitchens and other swell places where the Third Army cooks are working and make everyone think there isn't a smoky kitchen in the whole damned bridgehead. And look at that!" He pointed dramatically toward his abode, which resembled Stromboli in eruption.

"And," he continued, with a final vicious dig at his eyes, "we ain't sleeping in no beds where you have to come up for air, either."

The Yanks are piling history on top of the historic Kaiserin Augusta Gymnasium, at Coblenz, founded in 1582. The property, at various times of Poles, Russians, French and Swedes, it finally fell to the Germans; and now Americans are going there to school every night.

The Roman amphitheater at Trier is proving a great Mecca for Yanks on leave in the ancient city which is serving as headquarters for advanced G.H.Q. They like best to climb down the narrow steps leading to the noiseless space beneath the big arena where the wild beasts were kept in caverns hewn out of the rock. They are shown other caverns where the Herculean sons of Gaul, captured by Roman legions, were imprisoned until sent forth, ill armed, to meet their death in the arena, while applause or shouts of disapproval echoed from the ring of hills about the city.

In the center of this smelly dungeon is a wide pool of water, crossed by a narrow wooden bridge. And, fastened to the railing of the bridge, at its center, is nailed a square board. Just why it was put there is a mystery. The first Yanks passing through on the way to Germany paused and wondered. The top was smooth and white, and invited something—which one doughboy supplied. He whipped out his knife, and in a few minutes had carved his initials at the top, in one corner (history is uncertain as to whether it was the left or right hand corner). Those first initials settled the fate of that board for all time. Now its surface is either hashed with the initials or covered with the hieroglyphics of wandering soldiers.

Pity the Signal Corps men, among others, in these cold days in the Rhineland. Like the Engineers and others, they're out along the roads a-working, but, unlike the Engineers and others, they're on top of high, breezy poles, clinging there dizzily, testing circuits and stringing wires.

Their mode of climbing furnishes unending interest to the Germans. The latter mount by means of a wide belt going round them and round the pole, and it takes them some time to negotiate the summit. The Yanks, with their climbing irons, make it in a matter of seconds.

Mrs. Ayscough Explains Theory By Which
Chinese Poems Were Put Into EnglishTells How She And Miss
Amy Lowell Worked
To Get Overtones Of
Chinese CharactersBY FLORENCE AYSCOUGH
Two weeks ago there appeared in *The China Press* my article from "Poetry" describing the theory upon which Miss Amy Lowell and I are working in our translation of Chinese poetry. It is not necessary, therefore, to enlarge much upon this. A few words as to how and why the work was undertaken may, however, be of interest.

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Mrs. Florence Ayscough

is possible, so chose this character which is striking in the extreme.

It may be contended that today nine Chinese scholars out of ten would not realize the pictorial origin of the character; granted—but the tenth most certainly would. Why should the English reader not be put in the position of the tenth scholar who by his erudition is able to see more deeply than the ordinary man?

When one is reading one's own language the responsibility lies in one's own hands; one seizes a superficial meaning or realizes a profound one; stands or falls. When reading a translation the case is different, one is at the mercy of a translator, who we contend, should strive to convey as faithfully and completely as possible the thoughts expressed in the original.

Miss Lowell's unique gift as a translator was shown in her book of criticism "Six French Poets" it was not surprising, therefore, to find how quickly she grasped the meaning of these primitive meanings. They are to be found, for the seeking, in the Shuo Wen and other ancient dictionaries, which, sad to say, are

less and less studied among the Chinese.

Analogies exist in English. To nine readers out of ten "excruciating agony" means merely something very painful; to the tenth the suggestion of crucifixion brings to mind an agony far more poignant.

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It has been recommended that in a poem as yet unpublished, as the "water of meeting streams," the poet wished to convey the sense of a piece of water as far removed from an artificial garden fish pond

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When one is reading one's own language the responsibility lies in one's own hands; one seizes a superficial meaning or realizes a profound one; stands or falls. When reading a translation the case is different, one is at the mercy of a translator, who we contend, should strive to convey as faithfully and completely as possible the thoughts expressed in the original.

Miss Lowell's unique gift as a translator was shown in her book of criticism "Six French Poets" it was not surprising, therefore, to find how quickly she grasped the meaning of these primitive meanings. They are to be found, for the seeking, in the Shuo Wen and other ancient dictionaries, which, sad to say, are

less and less studied among the Chinese.

Analogies exist in English. To nine readers out of ten "excruciating agony" means merely something very painful; to the tenth the suggestion of crucifixion brings to mind an agony far more poignant.

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It has been recommended that in a poem as yet unpublished, as the "water of meeting streams," the poet wished to convey the sense of a piece of water as far removed from an artificial garden fish pond

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The Injustice Of The Conventional Tariff In China

By Andrew B. Humphrey
(Executive Director and General Secretary, The China Society of America)

Adjustment of the finances of China in keeping with the requirements of a modern state is one of the prerequisites of a world peace.

The nearness of European conditions and problems is apt to impair the perspective of the Far Eastern situation in the eyes of the Allied peace conference. But the fact is that President Wilson's declaration with respect to Russia is equally true of China. Without China at peace within and without the world cannot secure peace for itself.

In fact the righting of inequities in the Orient is one of the two buttresses of the bridge by which we are to enter upon a new era of international fellowship. Quite as much as in Europe is the rectification of false policies to be obtained for Asia by the surgery of simple righteousness. If the Peace Council at the Quai d'Orsay sets the European house in order but neglects or glosses over the situation in the Orient it will leave the vigorous roots of a world war that cannot well be deferred beyond a decade or generation at the most.

Yet the remedy is as simple as it is righteous. Restore to China as rapidly as is safely possible the financial autonomy which was wrested from her three-quarters of a century ago, under the guise of which she has been continuously made the victim of some of the crookedest of international intrigue and exploitation under duress.

Given financial freedom, her political integrity is a hundred times more likely to realise an early fruition. Deny her the power to make proper use of her fiscal and financial affairs and she remains a giant bound hand and foot for lack of responsibility to defend and develop herself. The right to self-realisation transcends all else as the law of national being.

One of the most serious of her grievances is the existing conventional tariff.

Broadly speaking there are two kinds of tariff: the statutory and the conventional. Statutory tariff is regulated by the legislation of a state without outside interference, and is based on the right of taxation enjoyed by all sovereign states. Such a tariff is elastic and may be utilised for revenue, for the protection of infant industries, or for furthering the political and economic interests of a state through reciprocal or preferential arrangements. A conventional tariff, on the other hand, is established by treaties with other countries. It is inelastic. It is this conventional tariff system that is in

force in China at the present time and is working havoc with her internal welfare and threatening her from without.

In 1812 China sustained a crushing defeat at the hands of the British and was forced to agree not to levy a tariff exceeding five percent ad valorem on imported and exported goods. It was further stipulated in the Nanking Treaty of 1842 that the tariff rate was to be uniform and not to be changed without the previous consent of the High Contracting Parties.

Through the operation of the so-called "most-favored-nation" clause, whereby a privilege granted to one nation is automatically extended to other nations, this conventional tariff has become applicable to goods imported from all foreign countries that have treaty relations with China.

The present tariff, which is still in operation pending the adoption of a revised schedule worked out by the International Tariff Commission appointed in 1917, was fixed in 1902

in accordance with Article VI of the Protocol of 1901. This stipulates that

"all the duties on importations levied ad valorem will be converted into specific duties as far as it is possible to do so and without the least delay. This conversion will be established as follows: the average value at the time of their disembarkation during the three years 1897, 1898, 1899, will be taken as the basis of the valuation; that is to say, the value on the market, deduction being made of the import duties and the accessory expenses." Since 1902 the prices of most commodities have doubled and in some cases have even trebled while the tariffs fixed at that time still obtain. Hence the actual tariff rate is es-

timated at only three and a half percent, often less.

The Treaty of 1812 compelling China to adopt a conventional tariff was modified in 1902 by the Mackay Treaty concluded between Great Britain and China, followed by like conditions in treaties with the United States, Japan and Portugal. Great Britain and the other nations named agreed that China should have the right to levy a surtax of seven and a half percent on imported goods upon the fulfillment of the following conditions: (1) if the "ikkin" (internal tariff tax levied at points in the interior) should be abolished; (2) if all "most-favored nations" should join in the undertaking; and (3) if their assent were not to depend on "any political concession or any exclusive commercial concession." It further provided for a complete revision of the tariff at the end of ten years. In 1912 the question of revision was brought up but nothing was accomplished. As a matter of fact China never received the benefit of this right to levy a surtax of seven and a half percent.

In August, 1917, after China had declared war on Germany, the Allied powers were persuaded to agree to the raising of the tariff to an effective five percent.

The question at once arose as to what was to be the basis for revision. The determination of this formula took fully five months, the chief cause being the deadlock in April last year being the insistence of Japan that the import of cotton, iron and wool should be exempted from duty and that the prices of commodities existing in 1917 should not be taken as basis for revision. Of the fifteen powers represented at the Conference a vote was taken early in the spring, fourteen powers voting in the affirmative and Japan alone voting in the negative. The question was whether or not to take the former basis of tariff as adopted in 1902 and simply add a surtax of something like 40 percent to take care of increased valuations. Japan would not agree to this, and the work of the

Commission was held up as the result. The final agreement, reached in June, 1918, was the effect that the values of goods are to be based on their values in 1912-13-14-15-16, these values to be revised wholly or in part two years after the termination of the war.

In the first place the conventional tariff provides for a uniform rate of five percent on imported and exported goods which is entirely too low for revenue purposes. In the second place, it does not distinguish raw materials from manufactured goods nor luxuries from necessities. Consequently it fails to do justice to the poor people who have to depend for their existence upon the necessities and it affords no protection for Chinese infant industries which are just beginning to develop in that country.

These intolerable conditions are partially responsible for the political intrigues carried on through the various foreign loans that threaten to destroy the fiscal independence of the Republic of China. How outrageous to speak of the Chinese incompetency in finance when she is thus bound not to raise money as do other nations! Could Japan or the United States so easily meet their obligations on a 3 percent tariff? Today the United States' average is 12½ percent; Japan's 15 percent. Justice must not be denied to China. If China is to be given a fair chance to work out her own salvation she must have the power to raise a proper revenue by her tariff.

It is unbelievable that the great moral and awakening business forces sweeping throughout the world will continue to deny justice to China. To help China the world may well heed the words of Washington's farewell address to "observe good faith and justice to all nations." The Peace Conference representatives at Paris, we believe, appreciate that they are not patching up a temporary truce but are building for humanity and the ages. Both justice and self-interest demand that China should have restored to her as rapidly as can be safely managed the tariff autonomy to which every free and self-respecting nation is justly entitled.

will enable the Chinese people to improve their production and transportation facilities, develop their natural resources and increase both the volume and the value of their international trade and commerce. The fact that "ikkin" has been a great obstacle to both internal and external trade and that its abolition must necessarily be accomplished by increasing the tariff rate as a compensation makes it even more necessary that these crippling tariff restrictions on China should be abolished.

It is clear to every thoughtful person that if China is unable to develop her resources she will have no foundation for foreign trade. She will be hampered in giving that splendid contribution toward the development of the world which she is so abundantly endowed to make for peace, justice, philosophy, art, business honor and merit.

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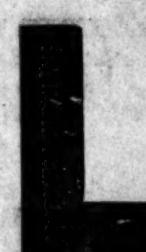
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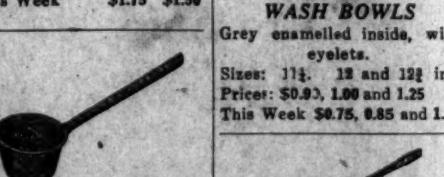
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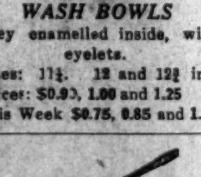
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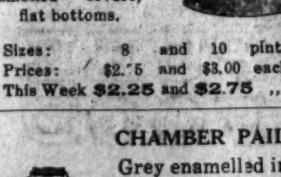
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Peking Answers Complaints On Kinhan Rail Conditions

Blames Bad Conditions On Peking-Hankow Line
On War But Its Excuses Are Weak

(From Our Own Correspondent)

Peking, April 15.—The reply of the Peking-Hankow Railway authorities through the Ministry of Communications and the Walchiao to the critics of the Kinhan Body with respect to the mismanagement of the railway due to the interference of the military men has not given the satisfaction that doubtless the railway authorities hoped it would give. In business circles the reply is regarded as very unsatisfactory, and the following points, suggested by a Peking business man, give the general tenor of the prevailing criticism.

The Kinhan Railway authorities admit that the transportation problem has been growing more and more difficult year by year, but the excuse put forward, that the war is largely responsible, is inadequate. It is stated that the Kinhan Railway was short of rolling stock long before the war began and neglected to purchase when it had the opportunity. Even after the war began there were two years and a half in which it was possible to purchase, at not greatly enhanced rates, from the United States. Had a policy of providence been adopted, the war, which cost expenditure five, four or even three years ago would have been effectual in saving the enormous sums that must now be spent if the rolling stock is to be brought up to a standard adequate to traffic requirements. Not only of the local, but arises from the fact that the military have practically done what they liked along the whole length of the line, both with material and equipment of the permanent way and with rolling stock.

I do not concur in suggesting that the chief complaints against the present state of affairs come from foreign interests. Chinese complaints are much more frequent and forceful than those of foreign concerns, but they do not find their way into the public press, and it is assumed that they find their way into the wastepaper baskets of the Ministry of Communications. It is known that commercial bodies from nearly every district through which the railway passes have made arrangements with the Chinese to buy rolling stock, due mainly to shortage in the second place to commandeering of rolling stock by the military, and in the third place to discrimination in the allocation of rolling stock.

The argument that there were practically only two mines from which the Kinhan Railway could get its coal is worthless. There are the Ching Hsing mines, virtually German owned, be drafted.

in whose interests there has been such marked discrimination in car allocation, the Linchong mines, which, though disabled by floods for some time, have been for quite a long period capable of supplying the railway with precisely the kind of coal it wants, and were as a matter of fact originally opened to supply the railway; and the Liu Ho Kou mines, which the Lung Yuan Company is trying to secure. In 1918 these last had a very important production, quite sufficient to meet the wants of the railway, and these mines as well as the Linchong mines came to the rescue of the Kinhan Railway when at one time the Ching Hsing mines refused the Kinhan coal except on terms that were ridiculous. Except on this one occasion the Kinhan Railway has seemed to regard itself at the disposal of the Ching Hsing mines, but conducts its business with the other mining interests in a high-handed manner. Had the Linchong mines been accorded the same treatment as the Ching Hsing mines they would have been only too glad to supply the coal needed by the railway, but for a long time the Ching Hsing mines had had a preferential treatment to which on a fair business basis they were not entitled. The Kinhan Railway as a matter of fact, paying less for its coal than the Kinfeng Railway, and this is due solely to the fact that the very existence of the Linchong mines makes a monopoly price impossible.

The Ministry of Communications makes a great deal of the fact that it has so devoted itself to the interests of traffic that it has actually used ballast cars for traffic purposes. The fact is that the ballast cars have only been used by the Lung Yuan Company for carrying iron ore from the Kinhan Railway to Hankow, an experimental piece of economics that cannot be justified unless the freight rates charged are absolutely nominal. So that the real benefit has not been that of the general public, or of the Kinhan Railway, but of the Lung Yuan Company, which has a good many other privileges also on the Kinhan line.

The fact that the company ran its service at China New Year and is now putting this forward as a sign of good will and regard for public opinion is regarded as a good joke; for it is well known that never since the railway started running has there been suspension of traffic for China New Year.

The Chinese whole reply is regarded as very feeble indeed, and as one of the best arguments yet put forward for the commercialisation, unification and internationalisation of the whole system of Chinese Railways; and it is expected that when the reply has been made to the various foreign and Chinese commercial interests concerned a very vigorous counter-reply will be drafted.

Shanghai College Notes

Dr. R. G. Boville, director of The International Association of Daily Vacation Bible Schools, visited the College recently, and spoke to the Faculty and Students concerning Vacation Bible Schools. The students responded heartily to his proposition to give a part of their vacation to teaching Chinese boys and girls during this coming summer. Dr. Boville addressed the Shanghai Medical Missionary Association which met at the College Wednesday, from four to six p.m., and on Friday he spoke to boys and girls of the Vacation Bible School at the Yangtzeopoo Social Center. The children presented him with a Chinese flag to take back with him to New York City to show the American boys and girls.

The Medical Missionary Association was entertained at the College on Wednesday afternoon from 4 to 6 p.m. and listened to papers on "The Missionary Side of Our Work." These were given by Miss Clark, from the nurse's standpoint; Rev. Cameron F. McRae, from the evangelist's standpoint; Dr. G. A. Huntley, from the doctor's standpoint.

The building of Evanson Hall is proceeding rapidly, the walls at the present time being about ten feet high.

The new gymnasium has recently received its equipment from America and is now properly equipped for classroom work, with clubs, wands, bells, etc., and for apparatus work, with bars, rings, horses, etc.

A recent meeting of the Board of Managers was notable for the passing of several progressive measures: (1) the decision to put in electric lighting, taking the current from the Riverside Power Station of the Municipal Council. (2) The election of Messrs. Miao Chow-seng and Ni En-iwen to assistant professorships.

The Science Club met on Friday evening and listened to an address by Mr. P. L. Bryant, of the McDonnell-Chow Corporation, on "The Chemical Industries of China Today."

A most interesting illustrated lecture was delivered to the student body Thursday evening by Mr. Bocker of the Associated Mission Treasurers on "The Job of Training Airmen." Mr. Bocker was in aeroplane service during the war.

Daylight Saving Adopted In Chefoo

(CHINA PRESS OWN SERVICE)
Chefoo, April 19.—At midnight tonight all clocks in Chefoo will be advanced an hour, marking the adoption of the daylight-saving system now in vogue at Shanghai.

TSINGHUA CONFERENCE

China Press Correspondence
Peking, April 17.—The Tsinghua anniversary and conference on May 3 will be of especial interest to teachers of English this year. Tsinghua is compelled, by nature of the use, to specialize in English and the three-fold program which the Department of English has prepared will doubtless be of great value to those who are fortunate enough to be in the service.

1.—The presentation of characteristic activities of the students in the classroom that have proved valuable aids to the student's acquirement of a mastery of the English language. In elementary English a conversation class will illustrate the use of the direct method. In more advanced courses such exercises as debate, work, parliamentary drill, a spelling contest, etc., etc., will be used to illustrate the different lines of work and various stages of advancement.

2.—A stationary exhibit of characteristic written work of the students and other data relating to the work of the English Department.

3.—A conference of teachers of English and the annual business meeting of the North China Association of Teachers of English with reports of officers and committees and the election of officers for the ensuing year.

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Her Father's Daughter
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Did American Head German Spy System?

Who is "Frank Richards," the mysterious American revealed by the secret service of the Allies to have been the directing head of the Kaiser's naval spy system, with headquarters in Berlin? The man who answers that question will solve one of the most baffling, most engrossing mysteries of the war. Secret service agents of Great Britain, France, and the United States, by pooling their knowledge, have collected only scraps of information about "Richards." He organized hundreds of German spy and bomb plots in the United States, Mexico, and other countries in Central and South America; he was born in the United States; a personal order from the now fugitive Kaiser placed him at the head of the German naval spy system; he visited the United States early in the war to look over the ground and personally instruct his agents. Says a writer in the New York Herald, discussing this powerful and mysterious personality:

It is known that for upward of five years at least "Richards" has had charge of all the German spy work laid down for operation on the western hemisphere. From the start of the war in the summer of 1914 secret agents of the Allied nations, both in this country and in Europe, have been aware of his activities as head of the German naval spy system, but at no time have they been able to learn the man's real name or the identity of his family in this country.

Soon after the invasion of Belgium by the German hordes in August, 1914, secret agents of France learned that an American was in charge of an important branch of the Hun spy system, with headquarters in the German Foreign Office in Berlin.

Warning of the fact was sent to the secret services of Belgium, France, and Great Britain, and immediately every effort was exerted to learn the identity of the man. As the conflict wore on evidence that the man was conducting his spy activities through branch headquarters in Spain, the Netherlands, Sweden, and Norway began to fall into the hands of secret agents.

Eventually it was learned that the spy chief had extended his operations to the United States and other countries on the western hemisphere, and then a report reached French secret agents that the American had succeeded in evading detection in Holland and had steamed from that country for the United States on board a steamship of the Holland-America Line.

While government agents here will not discuss the matter, it is understood that the man arrived in this country in the early part of 1915 to arrange for the organization of German spy and bomb plots.

How long "Richards" remained in America or when and how he returned to Germany is a mystery to the Allied secret-service men in this country who were charged with the task of getting on his trail. That he had safely returned to Berlin having become known in the early part of 1916, when it was discovered that agents sent to America at about the time hostilities began in Europe were receiving money from German agents in neutral countries through officials of German-owned manufacturing firms in the United States, Mexico, and other countries in Central and South America.

When the United States declared war on Germany the German spy and bomb-plotters in this country were thoroughly organized. British secret-service men had learned before that the Baroness Maria K. von Kretschman had arrived in this country on board the steamship Bergensfjord, on January 21, 1917, under the name of Mme. Marie K. de Victoria.

The information which the British secret service received stated that the baroness, although at one time a student of political economy in the University of Heidelberg, and later at a university at Zurich, Switzerland, was a drug addict.

Upon the woman's arrival here she was "traded" to the Knickerbocker Hotel. Later she moved to the Waldorf-Astoria Hotel, and then to the Netherlands Hotel, where she was known as Mme. Maria d'Ussiere.

At the time Jeremiah A. O'Leary, John T. Ryan, now a fugitive from justice, and other leaders of the Irish movement in America were at the height of their anti-British propaganda work. The secret agents of the Allies soon learned that Mme. d'Ussiere, as she was then generally known, was spending money lavishly in hotels about the city and that she frequently was in conference with leaders of the Irish-freedom movement here.

From the start it was realized that the woman had been supplied with information about these men in Berlin, and it immediately was concluded that the official who supplied the information was "Frank Richards."

It was while the agents of the American and Allied secret service were watching the woman, O'Leary, Ryan, and others that it was discovered the the woman had established a rendezvous in an apartment in Riverside Drive, where almost every day she was in secret conference with the anti-British leaders.

At about that time it was learned that an officer of the Imperial German Navy, about whom the foreign secret-service men in this country had been warned six months before, was at the head of a band of bomb-plotters in this country which had been organized by "Richards" in Berlin in the summer of 1916.

French and British secret-service agents in Sweden had learned that the man had arrived in this country from a neutral country on November 11, 1916, and that he had been in con-

Mysterious Frank Richards Is Supposed To Have Directed Secret Service Activities From Berlin

ference with the Baroness von Kretschman in "Richards'" office in Berlin before the spy chief had started for this country to carry out the bomb plots here.

Through secret channels the agents of the Department of Justice learned that the woman was in communication with the head of the German bomb-plotters in this country, and it was not long before it was discovered he was Lieutenant-Commander Karl Rodiger, of the German Navy.

The magnitude of the spy and bomb plots mapped out by "Richards'" while he was in this country then began to dawn on the secret agents of the United States and the Allies. Information obtained by agents indicated that the Baroness von Kretschman had been selected by "Richards'" to conduct that branch of the spy system in America which would encourage Irish sympathizers here in aiding in the defeat of Great Britain through an anti-British campaign. At the same time she was to use those same Irish sympathizers to obtain information about the departure of Allied vessels laden with munitions and foodstuffs for France and England.

It soon became known that Jeremiah A. O'Leary and John T. Ryan, a Buffalo, N. Y., lawyer, had introduced an unnamed man, who may be known as John Doe, to the Baroness von Kretschman.

This man's connection with the Irish movement in the United States had become known to the agents of the Department of Justice some time before, and a watch immediately was placed on him. Agents of the Department of Justice followed him one day to the office of a German importing firm in the financial district. The man was ushered into a private office.

As he stepped on the sidewalk a high-powered automobile, later found to be the property of one of the members of the firm, pulled up to the curb and the man got inside. The government agents hurriedly commanded the automobile of a broker and, after a roundabout ride of four hours' duration, the importer's automobile pulled up in front of an apartment-house in the Washington Heights section in the Washington Heights section.

That night it was found that this man was a frequent call at the apartment of a man known in the house as "Dillon." The agents of the Department of Justice also learned that "Dillon" spoke with a decided German accent. The agents reported to their superiors that they were certain they had at last got on the trail of the head of the German bomb-plotters in this country.

Eventually the man was found to be in communication with the Baroness von Kretschman at the Riverside Drive apartment. Arrangements were made to trap the man. It was found that he made frequent trips to the office of Rudolph Binder, a German exporter, at No. 95 Broad Street, and Dr. Hugo Schweitzer, head of the Bayer Chemical Company, since sold as German-owned property.

He was called frequently on Albert Fricke, manager of Rodiger and Co., American representatives of a German toy-manufacturing firm, with offices at Nos. 74 to 80 Washington Street. A close watch on all three places revealed that "Dillon" received mail from Fricke, Binder, and Dr. Schweitzer, Binder and Dr. Schweitzer having died since.

It developed, says the writer, that the long arm of "Richards," reaching from Berlin, controlled the development of these various intrigues. Before Lieut. Karl Rodiger left Germany, "Richards" supplied him with a list of "post-offices" where he could receive code messages, and deliver money, through channels existing in the neutral countries of Europe. Agents were scattered throughout America and linked up with "Richards" in Berlin. The account continues:

When the United States declared war on Germany the Baroness von Kretschman had established herself in the Nassau Hotel, Long Beach, L. O'Leary, Ryan, Jay Willard, Robinson, law stenographer, then alleged to be in the employ of O'Leary, and Lieutenant-Commander Rodiger were frequent callers on her there. As a result of conferences with

her, it was arranged to send Robinson to Rotterdam to meet "Richards."

Rodiger was to act as the "go-between" for the Baroness and Rodiger in the transmission of code messages written in invisible ink to "Richards," and at the same time he was to insist on a personal answer from the Kaiser regarding the latter's attitude toward the movement for the freedom of Ireland.

Robinson on April 16, 1917, went on board the oil-tank ship American at Halifax, N. S., as one of the crew. He arrived at Rotterdam on May 4, where he delivered the message from the Baroness and Rodiger. "Richards," it is alleged, then conducted Robinson to Berlin, where the Kaiser's personal military representative requested him to convey to O'Leary and his associates in this country the information that Germany was going to win the war, and that when the German-controlled peace conference was in session the Kaiser would insist that Ireland be released from British control and permitted to become a republic.

Before Robinson left Berlin he received a communication in code for Rodiger written in invisible ink. He returned to the United States on June 29, and registered at the Hotel Navarre, Seventh Avenue and Thirty-seventh Street, as R. J. Young. The next day he met O'Leary, who took him to an apartment on the upper West Side, where Robinson remained until July 7, when O'Leary took him in an automobile to the Long Beach Hotel, where Robinson delivered "Richards'" message to the Baroness.

In the meantime, Rodiger had received \$11,000 from Fricke, the naturalized American head of the Washington Street toy-importing firm. That money was for the purpose of carrying out bomb plots on steamships leaving the United States for Europe and on piers and in storage-houses throughout the country containing munitions and foodstuffs for the American army.

It soon became known that Jeremiah A. O'Leary and John T. Ryan, a Buffalo, N. Y., lawyer, had introduced an unnamed man, who may be known as John Doe, to the Baroness von Kretschman.

Ryan then arranged to send an Irishman, known only to the government agents as "Jerry," as a secret messenger to "Richards," whom the man met in Rotterdam several weeks later.

"Jerry" was a seaman on board a neutral vessel, which left this port in the latter part of December, 1917. He received secret messages from the Baroness, Rodiger, and Ryan, upon the delivery of which "Richards" was to turn over to him \$20,000 for the Baroness.

The silence of "Jerry," Ryan's messenger to "Richards," in Rotterdam, began to worry the Baroness and Rodiger, however, and great was the woman's surprise on the afternoon of April 24, 1918, when agents of the Department of Justice arrested her at the Long Beach hotel.

Seven days later Rodiger was arrested. At the same time O'Leary, Fricke, Emil Klipper, and Robinson were arrested. Indictments for violation of the espionage law and conspiracy to commit treason were returned against them, the Baroness and Ryan, who in the meantime had fled and has not been recaptured.

Government agents learned after the arrest of the Baroness that "Jerry," Ryan's messenger, had returned from Rotterdam with \$20,000 which "Richards" had given him and had turned the money over to Ryan. It is alleged by government agents who worked up the case against the leaders of the German spy and bomb plots here that Ryan used that money in effecting his escape into Mexico, from which country it is believed he was taken by submarine to Germany.

Within the last few weeks indictments have been returned by the Federal Grand Jury in this district against Rodiger, Fricke, Ryan, and Robinson, charging them with treason in connection with German spy and bomb plots here.

The identity of "Frank Richards" is admitted in the indictments to the United States government officials.

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Today's Church Services

Holy Trinity Cathedral.—Easter Day 6:30, 7, 8, 9:30 a.m., Holy Communion. (8 a.m., Holy Communion Bubbling Well Chapel), 10:30 a.m., Mattins and Holy Communion (Sung), Harwood in A flat; Hymns 134, 322, 136. Preacher: The Dean. 3 p.m., Children's Festival Service, 6 p.m., Evensong, Walmsley in D. Preacher: Rev. C. J. F. Symons, M.A., Hymns 131, 134, 136.

St. Andrew's Church Broadway.—Easter Day, 10:30 a.m., Mattins and Holy Communion; Preacher: Rev. C. J. F. Symons, M.A. 6 p.m., Evensong. Preacher: Rev. D. A. Calum.

Union Church.—Easter Sunday, April 20, 11 a.m., Preacher: Rev. C. B. Darwent, M.A. Subject: "The Glory of Easter"; Chant 10; Anthem: "Awake up, my glory." (Barney); Hymns 156, 176, 151, 6 p.m., Preacher: Rev. C. E. Darwent, M.A. Subject: "The Easter message of to-day"; Chant 58; Hymns 153, 151, 155, 693.

American Song Service.—The American Song Service, in the Palace Hotel at 5 p.m. will be a special musical service. The Sacred Cantata by Dubois, entitled "The

Seven Last Words of Christ" will be rendered by a double quartet assisted by the following soloists: Miss Myra B. Olive of Soochow, soprano; Mr. C. S. Keen of Nanking, tenor; Mr. A. J. Loehr of Shanghai, baritone. There will be other special vocal and instrumental music. No address will be given.

Shanghai Free Christian Church.—(Corner of Range and Chao-pao Roads). Today's services in the above will be conducted as follows: Morning 11 a.m., by Rev. J. W. Lowrie, D.D. Evening 6 p.m., by Mr. James Hutson.

St. John's Pro-Cathedral, Jessfield.—Evening Prayer in English at six o'clock. Preacher: The Right Rev. F. R. Graves, D.D.

St. Joseph's Church.—Easter Sunday. Masses at 7, 8 and 9:15. At 11 a.m. Solemn mass. At 5 p.m. Benediction of the Blessed Sacrament.

Sunday Service League.—Martyr's Memorial Hall, Chinese Y.M.C.A. 5 p.m., Address by the Rev. John W. Nichols, St. John's University, on "Resurrection." Special music. Collection for Institution for Chinese Blind.

Youth And Age

(Saturday Review, London)

During the war many elderly men experienced fits of humility when they thought of themselves in relation to their sons and other young men of that generation who were sacrificing health and life for their country. Death in battle consecrated the memory of these young men, as death always does, except that in this case the element of self-sacrifice was added. The older men felt disgruntledly conscious of being more cold-blooded and calculating than their sons, in flesh or spirit. They, perhaps, did not make sufficient allowance for the normal differences between age and youth. There is no doubt that in a certain sense most young men are much more virtuous when young than they are later, supposing that they have been well brought up. The nervous energy of youth creates a world of its own, and in that generous world is romantic; and it is this tendency to romantic virtue which the old have too often exploited. The consciousness of this exploitation sometimes comes a little too late, but of the fact there can be little doubt. The best example, perhaps, is the way in which old parents frequently exploit the affections of their children.

One of the commentators on Dante's "Divine Comedy" remarks that "incontinence is the sin of youth, ambition that of middle age, and avarice that of old age." The accuracy of this remark is clear when we consider how the circulation of the blood decreases as life goes on. The slower circulation of middle age gives scope for ambition in the place of incontinence, and the timidity of old age, when the circulation is stagnant, gives rise to the vice known as "avarice," which is really a form of timidity.

It is clear, however, that both in middle age and old age a man begins to take shorter and more prosaic views of life. He has learned the habit of caution through long experience of realities and disagreeable surprises. He sees more clearly the hypocrisy of the world, especially in regard to the more conventional virtues, which no individual wishes to practise himself. These are publicly supported because each individual feels that there is a certain social utility in such virtues being publicly supported. For these and similar reasons the older man becomes more hypocritical; for, while he is more cautious in regard to public opinion, he is also much more inclined to follow his own bent, so long as he does not openly offend the "herd" instinct. He adopts, in fact, all those devices which Darwin christened "protective mimicry," and which in these days are known as "camouflage." His decreasing vitality leads to a decline in animal spirits, which makes him at once more dependent on youth and less inclined to take risks of any sort.

There are, of course, exceptions to this rule, because some men possess an exceptionally good circulation and digestion, and for that reason remain young and generous in spirit, which is the manifestation of the body. Such men are refreshing to meet because while preserving the bonhomie

Cullings Of New American Verse

The following verse, reprinted here from "Poetry," was written by Gladys Cromwell, who with her sister, Dorothy, leaped from the deck of an Atlantic liner January 19, after undergoing the terrible strain of a year in France as a canteen worker.

The Mould

No doubt this active will,
So bravely steeped in sun,
This will has vanquished Death
And foiled oblivion.

But this indifferent clay,
This fine inexperienced hand,
So quiet, and these thoughts,
That all unfinished stand,

Feel death as though it were
A shadowy cares;

And win and wear a frail
Archaic wistfulness.

GLADYS CROMWELL

When I Read Names Of England
(From the Atlantic Monthly)

When I read names of England
Old as the Druid stones,
I fall into dream of men
Now but a dust of bones.

Around Tintagel hangs the shroud
Of fame of crumbled kings;

Though Quarley Down is pasture
now,

Antiently it sings.

Ambleside and Bow Fell,
St. Anne's-on-the-Sea:

The quaintness of an elder day
Imparts their wizardry.

Do they speak out to Englishmen
With strange and haunting notes?

Does long-familiar music still
Tighten the English throats?

If I were a British yeoman
Caught by the spell of a name,
I wonder if Cornwall would burn
With Cornwall's tempestuous flame?

Would there be mystery in these—
Tintagel and Bedlam?

And in Chicago, scarred with wounds
London does not know?

Quarley Down was young once,
Closely not at all;

Two thousand years and Michigan
Will bear the eyes of Saul;

Two thousand years and one will
sigh,

Dreaming over the word,
Michigan! Michigan!

And I shall have heard.

B. K. VAN SLYKE

Decorations For Valor
(From Poetry)

This boy, who stands so straight
While the general pins the medal on
his coat,

May be thinking of a frame house
O' Kelley Avenue in South Bend,
Or of the misery of having every one
look him over.

While the trumpets blare.

But if I should ask him if he remem-
bered

Curtius of Rome,
O' Childe Roland,

Or the Stainless Knight,

He would shake his head awkwardly

And say,

"No, ma'am."

HORTENSE FLEXNER.

Morning On The Hill
(From the New Statesman)

Softly, softly, the long bare boughs
are rubbed together,
A dry leaf spinicles down, like a
bird's light feather.

Still, on still, silence bath laid, in her woods and
Silence bath laid, in her woods and

She on her hill.

The sighting wind by the heels:

And a thin mist smokes over, gen-
tly steals

Across the bare furrows and the
grass and settles down.

Coling in faint wreaths among the
golden stones of the town.

Still, oh still! There is harm in
speaking,

Speech is too hard, speech only
means walking.

Into a world of words where lovely
things are bound by names,

Where we pursue color and call her
flowers or flames.

Yet speak, if you will, or rather sing

As softly, softly, as the bare boughs

rubbed together

Make no more sound than touch of
leaf or feather.

A song is as the mist-wreaths
that cling

Round the woods and the fields and

the bare sides of the down

And the tall ghostly gleaming houses

of the town,

A song shall mix with silence, a

faint, thinous throb.

Then, then, we may escape in the

magic of the hour

Whither thought is still, whither the
brain has no power

And words have no meaning but only
their sound.

EDWARD SHANKS.

A Poet To His Father
(From the Sonnet)

Did you, in those few years before
you died,

Dream of the grievous dreamer I
should be,

Busied with wickless lamps, and
come to see

All darkness in the star no night can
hide?

Did you, from foreign sorrows, turn
aside

To ways the angels pave and angels
press.

And say, "He too must know this
old distress.

And plough impious sees no ship
will ride?"

Poet in truth, whose face I never saw,

Except with childish eyes, alike for
us

The sullen dawn, the cavern lum-
inous:

Whose pictured look is all-unuttered
awake:

You too had known the nameless
ache as I;

You too had dreamed the Dream
that cannot die.

MAHON LEONARD FISHER.

America And Armenia

(The New Republic)

OUR European Allies and friends, so we are repeatedly assured, are eager to have America undertake the guardianship of Armenia. The Armenians themselves, if they had a voice in the matter, would choose America as mandatory in preference to any other Power. This is flattering to Americans. It is a recognition of the national disinterestedness, competence and good will. Besides, Americans are staunch believers in action as the only wholesome outlet for emotion. Since 1885 when the Turks first exhibited their villainous purpose of extirpating the whole Armenian race, American breasts have throbbed with impotent horror over the outrage of Armenia crying for succor. Russia could do nothing for fear of England; nor England for fear of Russia; France could not move without exciting the antagonism of England and Germany, nor Italy without exciting the antagonism of Russia and France. All Europe was forced to stand by, bound hand and foot by competing ambitions and mutual suspicion. As for ourselves, we were far away and committed to a policy of isolation. What we could do we did. We sent missionaries, we maintained schools and orphanages, with the net result of providing the next outbreak of Turkish fury with more and better cultivated victims. We would gladly have done more, but there was no place for our action under any law which then existed.

But now a new law of nations is coming into being. It rests with us alone to say whether or not we shall undertake to assist Armenia, victim of infinite oppressions, to independent statehood. That is a grave responsibility, we recognise. And before we assume it we wish to be clear with ourselves on the two vital particulars: Is the undertaking really feasible; and if it is, are we the nation to carry it out instead of any other?

Geographically considered, the territories that ought to fall to the Armenian state are sufficiently rich and varied, to offer an adequate basis for independent national life. They are well enough defined by mountains, deserts and sea, with comparatively narrow straits where artificial boundaries might take the place of natural ones. The Armenian population lacks none of the elements essential to state building. The Armenians are a people of remarkable intellectual gifts and of still more remarkable practical abilities. Whether as shepherd, farmer or orchardist, whether as artisan, merchant or banker, the Armenian is a superior type of worker. In the midst of Turkish night, the Armenian has managed to attain a degree of literacy only surpassed by the more favored nations of western Europe. In the midst of robberies and exactions such as would utterly break the industry of other people, the Armenian has managed to attain material prosperity. Between the periods of massacre the Armenian population renews itself as the green of mountain sides renews itself between the forest fires. Such tenacity, such vitality are worth guiding into organised statehood.

But we have said nothing of political instinct. What if the Armenians lack that quality? Whatever "political instinct" may actually be, the Armenians are likely to exhibit enough of it for independent national life. They are intelligent, they are loyal to their ideals and to their leaders, they are tolerant and patient. They have managed their local affairs frictionlessly; they have conducted their church affairs democratically; they have given the Turkish Empire some of its ablest administrators. It is not a benighted people, just rising out of tribal barbarism, that it is proposed to lead on a career of statehood.

Such, in general terms, is the kind of problem the mandatory for Armenia will have to solve. Much good will and tact, some trained administrators, a small military force, a temporary loan of capital will be required. The reward of effort in the rise of a state quite capable of holding its own and of contributing richly to the common stock both of ideas and material goods appears assured. That is the kind of transaction America can hardly refuse to undertake, if there is good reason why America rather than another Power should undertake it.

Why do our European Allies, why do the Armenians themselves, look to America? Principally because America is disinterested, and disinterestedness is absolutely essential to success in the enterprise. If England undertook the mandate she might be suspected of a desire to strengthen her position in Mesopotamia or Persia. If France undertook it, she might be suspected of desiring to extend her Syrian holdings. If Italy undertook it, she might be suspected of trying to consolidate her claims in southern Asia Minor. We are granting that the motives of these Powers are pure. It is equally important that the motives of the mandatory Powers should be beyond suspicion. Else every counsel of moderation might seek a device for extending the status of guardianship into the indefinite future.

Our motives are pure, but we are human. Once we have established ourselves in a quasi-imperial position, shall we readily turn our backs free, to complete their national development according to their own conviction that when a people is competent to manage its own affairs, it ought to be free. No other people has ever given a similar proof of devotion to the principle of self-government. Therefore under no other Power as mandatory could Armenia have equal assurance that she would not remain in tutelage beyond the period when it is to her own advantage.

But what would the United States get out of the Armenian enterprise? A consciousness of a job well done, of a nation saved, in the first place. And in the second place, a material reduction in the task of disaster in the period. With Armenia free and prosperous, orderly civilisation will have an outpost in Asia Minor. That quarter will not become a second Balkans, as it must, if Armenia is left to disorder or thrown a prey to a recrudescence of imperialism. In the long run, the reward will be worth the effort.

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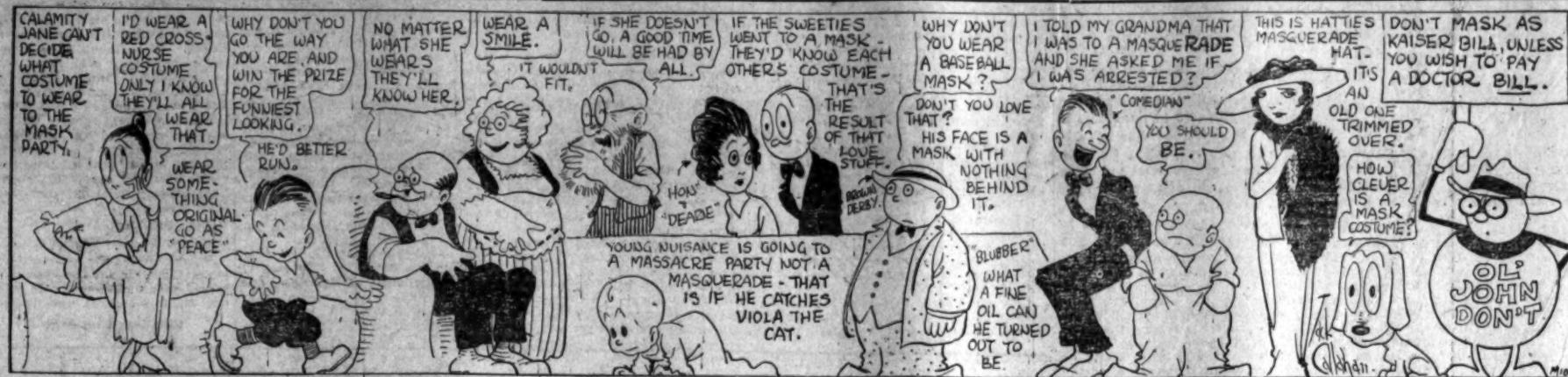


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By Callahan

Have We Air Pirates Already?

The Dutch paper *Telegraaf* reported that on November 15 aeroplanes dropped bombs on the castle at Swalmen, where the ex-Crown Prince of Germany is staying. No suggestion was made as to the nationality of the aeroplanes, except by the parenthetical remark that Swalmen is only three miles from the German frontier. The report does not mention any casualties, nor does it say whether the castle was hit or not. It was under fire, though it would have been interesting to have known, since, according to popular report, he has had no previous experience during the war of being under fire, having left all that to the German "cannon fodder," which he so recklessly and cynically sacrificed.

The report is vague in the extreme, but whether or not true, it suggests various exciting possibilities in the future. Piracy and smuggling by aeroplane are possibilities not to be overlooked. Of course, while all Europe is still armed, and the German army resembles a pack of wolves without a pack leader, nothing could be easier than for some German airmen who disapprove of the ex-Crown Prince as a general, and who are convinced that no counter revolution shall ever make him emperor, to paint out the national marks on their machines, fly high above the clouds into Holland, dive upon his residence and release their bombs. In any force that retains its discipline, and the discipline of active service, such action would be wildly impossible.

In times of peace such raids would be less easy. All aerodromes and their aeroplanes will of course be protected; the movement of aircraft will be even more strictly under observation than those of seagoing ships, for the simple reason that their periods of absence from terra firma are necessarily much briefer.

Moreover, air pirates could never stop a commercial aeroplane and can on it to "stand and deliver." They could never get away with booty, and therefore their operations could only be destructive and not profitable.

One might even overestimate the possibility that a power as disposed and reckless as Germany was in 1914 might suddenly begin a systematic attack on all the aircraft of a rival. The experience of the past will not be forgotten in the future.

It will be the task of the Royal Air Force to guard the air merchantmen of Britain. For years their work may be as bloodless as was the work of the navy from 1914 to 1918, but the moment may need at last, it will be very rash to decide that the Royal Air Force will never again send a force down in flames.

We must remain prepared on land, on the sea and, last, but not least, in the air.

Musical Matters

By R. B. Hurry, Mus. Bac.
Correspondents wishing to draw attention to musical matters, or to ask questions should address the writer, care of THE CHINA PRESS, enclosing real names and addresses, not necessarily for publication.

It is good news to learn that, with a view to the forthcoming Peace celebrations, the Westminster Abbey bells are to be rung and generally

put into repair. The expense is, it is said, to be defrayed by two anonymous well-wishers, who well deserve the thanks of every bell-ringer in London. When the bells were rung on armistice night it was found that they were in so parlous a condition that only the smaller ones could be used, a state of affairs which is deplorable for such an historic pile as the Abbey. Happily, we have never had to imitate the Germans in melting our church bells for the

purpose of munition-making, but an annual expenditure for keeping bells in good condition cannot be very great. Had this been done, it would not have required two anonymous donors to offer a comparatively large sum to rescue them from a state brought about by neglect of periodical attention.—*Musical News*.

Amidst the violent strivings after some musical originality, it is not easy for a composer to hit upon an entirely new device, but Mr. Frederick Delius must be credited with this in his new work, "Eventyr," a Ballad for Orchestra, which was produced by Sir Henry Wood at the Symphony Concert at Queen's Hall, London, recently in the presence of the composer. It consists of nothing less than the enforcement of a strenuous climax with a shout of men's voices behind the orchestra. The music depicts an imaginary adventure among the trolls and giants of Norwegian folklore, so that the device is not entirely out of keeping with the subject, but the effect is questionable; the mind seems to be too rudely switched off the abstract on to the realistic. People will, however, be anxious to judge for themselves, and irrespective of this, the work is so charming that it adds to the laurels already gained by the composer, and will naturally claim the attention of the critics.

Delius has had a new violin concerto played for the first time by Albert Sammons. According to critics it is "eminently satisfying and elevating." The score bears the inscription "1916 Gies-sur-Loire." In this work the Key-signature is used and the themes, interwoven throughout the work into one movement.

The symphonic "four-movement" structure was for concertos usually reduced to three. The continuous concerto, however, is new and is likely to be followed up, along with the one-act drama and opera. For some time composers have written for string quartet in one movement. The idea received an impetus by the offers of prizes for the best string "fantasy" based on folk melody. John Ireland, Frank Bridge and others have made a success of this form of quartet writing, and more one-movement works on similar lines are to be expected.

This condensation of expression seems to be in accordance with present day tendencies. The art of the short story is not now the province of the magazine writer alone. There are the perfected miniatures of Leonard Merrick and O. Henry.

"Sonata form" and the symphonic four movements, though capable of great variation, presupposed an effort of attention upon movements whose characteristics were broadly 1. intellectual, 2. emotional, 3. playful or graceful (Scherzo or Minuet) 4. animated, light or gay. The order varies of course, except the first and last, which are nearly constant. In some of the Beethoven piano-forte sonatas, last movements only came to be added for actual publication. These are sometimes borrowed from earlier discarded works, and so were unrelated to the preceding movements to some extent, as the final Rondo of the Sonata in C minor ("Pathétique"). The later works all tend to be more closely unified. The connecting of movements and the interweaving of some persistent theme throughout has been the main object of experiment in form from Beethoven onwards, through Cesar Franck to Elgar and now Delius. The tendency is more towards continuity and unity than mere abbreviation, a characteristic of literature also late years, a building up of forms rather than pulling down of old ones.

Topics In Brief

Mr. Marcoon says the American "melting-pot" has become a caldron. Yes, and it needs skimming, too.—*Omaha Bee*.

Bad as the I. W. W. agitators find this sadly governed country, many of them strenuously object to being deported to their dear old homelands.—*Boston Transcript*.

We do not like to borrow trouble, but we are frightfully afraid that while we are making Europe safe for democracy the party will lose every post office in the United States.—*Houston Post*.

French Literature Of Tomorrow.

French fiction has a color all its own in Anglo-Saxon eyes. French farce, French novels, were all viewed by Americans in the long period before the war immersed in the prismatic colors of "La vie Parisienne." Now comes Camille Mauclair, best known on this side of the Atlantic as an eminent critic of art and author of one of the best works on Velasquez, and declares that it is time for France to begin a new fashion in its art. The novel has become too Parisian, he remarks, and with the faint thunder of Stendhal, Balzac, Dumas, Hugo, Flaubert and Zola still shaking the hills where authors dwell all over the rest of the world, it is not hard to believe.

In "The New France," M. Mauclair presents his idea of what French literature of tomorrow will be. "The war has cut, figuratively, but powerfully, a trench between our habits and tastes of yesterday and tomorrow. We have seen many works and talents which we perhaps prized too highly fall into this trench and rapidly lose their value." We have been thrown outside ourselves by an unheard-of shock. We have felt the need of judging things and men in another manner. In the test, certain writers gained greatly in prestige; have acquired a gravity and breadth of view hitherto lacking. Others, the most brilliant, the most accustomed to fashion, success, and profit, have shown themselves unequal to the new circumstances; and their style has suddenly appeared old and faded. Of these latter, writers of the theater have been most representative, and if, in this balance sheet that we are examining, there is necessity for "Mea culpa," the writers of a certain type of theatrical productions should certainly prenounce it.

"It is hard to forgive these authors for having been guilty of discrediting, disfiguring—and let us not be afraid of the only right word—disgracing the French family in the eyes of foreigners. We ourselves knew that these comedies, qualified as works of art only by the criticism of the boulevards, and forgotten year by year like a woman's last-season hat, were only the products of an industrial drameury, a fruitful association of dressmakers, actresses, courtiers of the public and unscrupulous authors eager to "arrive."

"We knew that these brutal plays presented only upon the stage a handful of idle, aristocratic, superficial persons who could not represent real Parisian life, much less provincial France.

"We also knew that although these compositions brought great profits, audacious authors, they nevertheless remained upon the outskirts of true literature, as was the case also with certain unfortunate erotic novels—of the only right word—disgracing the French family in the eyes of foreigners. We ourselves knew that these comedies, qualified as works of art only by the criticism of the boulevards, and forgotten year by year like a woman's last-season hat, were only the products of an industrial drameury, a fruitful association of dressmakers, actresses, courtiers of the public and unscrupulous authors eager to "arrive."

"They did not know our mothers, our sisters, the gay, honest gentleness of our family customs; the omnipresent German agent, praising German virtues, found in these unhealthily wealthy the chief and most important maxim of his efforts. We may say that this type of theater largely contributed toward alienating France from us. She judged us an amiable, immoral, irreverent, enervated nation, only a value when one wished to be amazed.

"When she beheld the spectacle of heroic France barring the way of the monstrous machine with the breasts of her sons; organisms vast amounts of material under the worst conditions, and the most terrible and gold; holding; giving time for the surprised world to catch its breath and take up arms. Europe understood then that she had been mistaken, and on the rebound has only admired France the more.

"The only gratitude that we can feel for our manufacturers of vicious drama is that unwittingly but successfully they contributed toward deceiving Germany herself upon our value and our coefficient of moral and patriotic resistance. Germany learned at the Marne, at the Yser, and before Verdun, to her sorrow, that France

offended provincialism. The provinces will not allow themselves to be treated as poor relations by the City of Glory; and the great movement of the regional renaissance, portended by a thousand social symptoms, should center attention upon the whole of this rescued France, a France once more loved and honored. There the novel could be an organ of rallying and interpretation of French feelings, would be enriched by renewing its settings and character, and both authors and readers would benefit thereby.

"We must develop in peace the

intellectual exchanges born upon the field of battle between Anglo-Saxons, Celts, Slavs and Latins. But henceforth we will approach this subject from an entirely different angle; no longer as the vanquished, uncertain of themselves, but as resolute missionaries conscious of the grandeur of France.

"We must develop without embarrassment, because we have much to lend, and we will listen, sure of being heard ourselves. Such conditions will help our novel to make a beautiful and majestic re-entrance into the French theater, which may represent not only "La Parisienne" by La Francaise, not only the life of the integral genius of France, with the ideas of her masses, her traditions and aspirations. An undivided, enlightened and enthusiastic Europe will give her welcome."

"Moved by our contempt for the ridiculous "school of virtue" type of novel, we had come to consider only the psychology of immorality as of interest in fiction—'Live her life.' It is a dead formula, one we can only hear with anger and disgust when we consider the millions of young men who have renounced their lives and have joyfully died for an ideal.

"We do not mean, however, that like the poetry which will always remain the expression of a subjective individuality, the novel of the inner life, of personal emotional analysis, should not retain its rights.

"But it is desirable that it no longer usurp the first place in literature and that other types attain at last a greater material and moral success among readers in general."

"I mean the novel of the masses, the novel of social synthesis, the novel of wide interests, such as were the works of Paul Adam and J. H. Rosny.

"It is impossible not to recognise the progress of our literature and novel, up to the present time, has given to the modern man is very inferior to the man himself as revealed by his great constancy and patient heroism under fearful odds. It will be for the novel of tomorrow to trace his true and varied path, up to the background of the times in which we are living.

"One of the conditions that would recall interest to the numberless novels of which we were growing weary would be their decentralisation. The novel must be too Parisian. A long and cruel injustice has disengaged and paralysed a worthy type of the French novel, nobly traditional and rich in picturesque elements. The novel has been impoverished and almost entirely remained in ignorance of many charming features of the face of France.

"Upon the morrow of a struggle where the provinces, like Paris, have given of their blood and gold, as well as their share of responsibility and suffering, it is probable that a general sense of modesty and brotherhood will abolish the distrust between the mocking spirit of Paris and

the numberless provinces.

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American History's Greatest Task Lies Ahead For Next Congress

Problems Of Reconstruction To Be Solved Affect Every Phase Of Life And Will Decide Country's Future

By Carter Field
(New York Tribune)

Washington, March 6.—Never before in the history of the United States have so many big problems accumulated as will present themselves to the first session of the Sixty-sixth Congress, whenever it is called in session by President Wilson.

No matter when the session meets, no matter if it were called to meet tomorrow morning, there is no one in Washington who thinks this array of problems will be entirely disposed of by the time the next regular session should convene on December 1.

Yet the judgment of most members of the two Houses is that the President will not call the extra session before some time in May, perhaps not until June 1, so that the legislators are looking forward to a very uncomfortable time in Washington this summer, with no prospect of even the usual pleasant week-ends at the seashore.

Attention has been sharply centered during the last few days on the failure of the appropriation of \$750,000,000 for the railroads' revolving fund. One of the first acts of the new Congress will be to rush through, with all possible speed, this appropriation.

Then will come the much more serious and complicated question of determining the permanent policy with regard to the railroads, or at least the policy for the next few years after the expiration of the present time limit for their retention by the government—twenty-one months after the declaration of peace.

Will Be Slow Work
Even In The House

It is expected that in the recess the House Interstate and Foreign Commerce Committee Republicans will work out some plan for the solution of this problem, so that when the next session convenes these will be no long delay in reporting a bill to the House and starting the legislative machine grinding this particular grit.

In the very nature of things, however, this measure is one that will move with only moderate speed through the House, and with a slowness that is to be expected when it comes to the Senate. Every shade of opinion as to the question is represented in the Upper House as well as the Lower, and will be expressed, it can be confidently predicted, with little regard for the passage of days and weeks.

As Mr. McAdoo pointed out, there are three forms of solution—government ownership, a more rigid government control than in the past, but a continuance of private ownership and the old plan. There are innumerable variations of these plans. For instance, there is the plan suggested by S. Davies Ward, representing an aggregation of security owners, which provides for a division of the profits over a given percentage between the company and the employees and the government; and there is the plan of the brotherhoods and other employees, which would divide the profits between the government and the employees, after the government takes the roads over, but with a reservation that in case of a deficit that should be made good out of the Federal treasury—or by taxing the people.

Naval Appropriation Bill
Is Hard Nut To Be Cracked

Another subject which will occupy a long time in all probability before it reaches the stage where the legislator can affix his signature is the naval appropriation bill, which Senator Pennington, who served during the closing days of the session just over, when unanimous consent for a vote was asked, contained "a month's debate." There are many vexing questions concerned with the reorganization of the navy on a peace basis, but the stumbling block of the bill at the session just closed—the building

of the War Department plan as in the House plan, so that the demotions from ranks attained during the war will be much sharper if the plan proposed in the House is accepted than if the War Department plan can be pushed through.

Advocates of universal military training, who will make a hot fight for the adoption of their principle at the coming session, for once in their lives are fighting side by side with the old "little army" crowd. They declare that if an army of 500,000, with its quota of officers is fastened on the permanent military establishment there will be no room for promotions for thirty or forty years; there will be second lieutenants with white hair, as there were thirty years after the Civil War, and the expense of the big establishment will be terrific.

Hot Fight Is Certain
Over Military Law Revision

Then there is sure to be a hot fight as to the revision of the military law. The exposures by Major General (since reduced to Lieutenant colonel) Ansell to the Senate Military Affairs Committee, if the severe penalties inflicted on young men in the army for what, in the opinion of the legislators, were very mild offenses has already provoked a storm, and there will be a determined effort to force changes that will make such penalties impossible in the future.

The army appropriation bill and the army reorganization must also be worked out. This, indeed, is one of the very first jobs which the new session must attack, since the fiscal year ends on June 30, and there will not be much opportunity for delay. Of course, the old habit of passing resolutions continuing last year's appropriations for another month can be pursued, but in the case of the army this year this will not be a sensible or economical procedure, and no one is in favor of it.

Size Of The New Army
I. Question For Debate

There are almost as many problems tucked away in this army legislation as are in the naval bill, and perhaps wider differences of opinion. The first consideration is the size of the regular army. The Secretary of War and general staff recommended an army of 500,000 men. The House beat this proposition after the committee had reported it, cutting the size of the army to 175,000 men.

The fight is not over. Almost all the strength of the army establishment, naturally enough, will be thrown against this proposed cut, for the reason that there are almost three times as many officers

as men in the army, and the demobilization within thirty days of all troops except the regular army now in the United States—that there will be an attempt to put through some legislation forcing a speeding up of the return of troops from Europe and hastening the demobilization once they are in this country.

Country Is Demanding
Return Of The Troops

The new Congress will convene with every office swamped with letters urging, hurry in getting boys out of the army, and there will be a strong disposition, unless some very radical move is made meantime by the War Department, to take the matter summarily out of the hands of Secretary Baker.

Unless the plan for withdrawing the American troops from Russia in the early spring is carried out before Congress meets, there will be renewal of the fight of Senator Palmer, and there is no precedent for holding up the nomination of Cabinet members.

It is probable at this time—as indicated by the heavy vote in the Senate on March 4 in favor of the

tariff, is also scheduled to bob up again to worry the legislators for the first time since the war in Europe began. The Republican House may be expected to pass bills which will raise customs duties on many articles, including particularly protection for such new war encouraged industries as drysuits, potash and other commodities imported in the old pre-war days almost exclusively from Germany. Right here will be presented to the Democrats one old contention that the duty has little effect on the price to the ultimate consumer—would remove the necessity for many of the burdensome taxes imposed by the new revenue bill, the bite of which has so far not really been felt except by those who have already filled out their income tax statements.

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not as many of them as would normally be expected, where a presidential veto of the kind President Taft gave to the Democratic tariff bills of 1911 and 1912 can be looked for.

Wrapped up in the tariff bill, however, probably will be, according to present Republican plans, the repeal of some of the taxes just imposed, so that the President will be forced into the position of telling the country to keep on paying these taxes instead of shifting the burden from the direct tax to the custom houses.

Present indications are that the repeal of the luxury taxes, about which everyone is agreed now, will be pushed through without waiting for the new tariff bill. It is also hoped that the water power and oil lands leasing bills can be pushed through without great delay, though this is always questionable. At the big political dinner of the "Common Council Club," back in the winter of 1915-1916, Senator Walsh told the assembled Democrats, including President Wilson and his Cabinet, that the big conservation measures had not been passed by Congress because the people did not trust the Republican party to handle these matters, but now that the Democratic party had amended the tariff and reformed the currency system this problem would be solved without delay in the interest of all the people.

Three years have dragged by, and the fourth is crowding in, with this legislation still unacted on by Congress. The bills would both have been slipped through at the end of the session had it not been for Senator La Follette, who considered the solution of the problem by the Democratic controlled Congress entirely too "reactionary."

La Follette Is Sure To Make Bitter Fight

Mr. La Follette can be counted on to make a long and bitter fight against these measures in the next session, but it is thought they will be pushed through despite his opposition and that of those who agree with him.

The tremendous importance of these measures with respect to reconstruction and unemployment problems can scarcely be overestimated. Senator Jones, of Washington, told the Senate the other day that concerns were all ready to start on projects capitalised at \$350,000,000 immediately on the passage of the water power bill alone. Seventy two percent of the potential water power of the country is in states which have little or no coal. Mr. Jones declared also that with the passage of the water power bill the population of California, Washington and Oregon would double within ten years.

Opening up of work on these water power projects would give employment to a tremendous number of men, as would also the opening up of the oil fields. The oil lands withdrawals of some years ago has acted as a brake on this industry comparable only with the fact that since 1910 no permits have been possible for water power projects on navigable streams.

In the opinion of some of the Western New York members of the House

the water power situation at Niagara Falls requires prompt attention. They say unless legislation is enacted before July 1 all the existing plants taking power from Niagara Falls must close down for lack of legal authority to withdraw water from the river above the falls. This applies, they say, not only to the temporary permits but to the old grants.

Another great reconstruction and employment proposition is that of Secretary of the Interior Lane, which passed the House this time but failed in the Senate. This is a comprehensive system for the utilisation of all unused land which is fit for agriculture, or can be made so. Carrying an initial appropriation of \$100,000,000, Secretary Lane admits that this is but a drop in the bucket, and that a revolving fund of between four and five billion dollars should be available in the near future. The total cost of the proposed improvement will reach \$27,000,000,000, according to his estimate. He says there are about 275,000,000 acres of arid lands which can be irrigated, swamp lands which can be drained and cut-over timber lands which can be stumped and made into farms.

Part Of His Plan Is Called "Near Bolshevik"

His proposal is to divide the tracts, as they are improved, into communities, through which good roads will be made, school houses and community centers built and a farm-house and the necessary outbuildings erected on each farm. The land will be given its first ploughing and the initial crop put in. Then each farm is to be turned over to a purchaser, who is allowed a period ranging up to forty-five years in which to pay to the government the assessed cost, which includes each farm's share of the cost of the roads and other improvements. Interest will be charged the purchaser at the rate of 4 percent.

Mr. Lane says he would put 100,000 men at work on this within three months of the passage of the bill. There is a great deal of opposition to the bill, however, particularly to a clause giving the Secretary the right to commandeer land for his projects, which is characterised as "near Bolshevik" by its opponents.

The next Senate will have to ratify the peace treaty. If the President should persist in his refusal to call Congress together until his return from Paris, this probably will be the first problem put up to the new Upper House. The attitude of the Senators of the next Congress toward the league of nations as now proposed has been set forth at great length in speeches and indicated clearly in the round robin. Certainly there will be much discussion of it before any ratification occurs.

In the Senate alone, also, will center the fights over confirmations. The

only bitter fight is that over John Skelton Williams for another five-year term as Controller of the Currency. If there is no change in existing sentiment the next Senate will reject Mr. Williams, the Republicans apparently being solidly lined up against him, while his friends on the Democratic side are for him only because of the President's insistence for the most part, and would not be displeased seriously if he should fall by the wayside. Mr. Williams' chances are distinctly not good.

Immigration Problem To Bring On Bitter Fight

No vote was obtained in the House at this session on the bill favorably reported by the House Immigration Committee to cut off all immigration absolutely, save those fleeing from religious persecutions, for four years. There is a strong feeling on both sides and a bitter fight is assured. Should the bill pass the two Houses no indication has been given as to whether the President will sign it. His objections, which caused the veto of the old immigration bill on two occasions, on the latter occasion the bill being passed over his veto, do not lie against this measure. He opposed then the literacy test as a proper selective method of determining whom to admit as desirable immigrants.

Also will come up another bill from the same committee, that deporting undesirable aliens, which failed to reach action by the House at this session.

The so-called Americanisation bill

is another measure which will be vigorously pressed by Secretary of the Interior Lane. This aims to eradicate illiteracy among adults, as well as children all over the country within six years. It will break up Mr. Lane's German and other communities of transplanted foreigners, making Americans of all.

Mr. Lane points out in defense of his bill that 20 percent of the families in the United States at the present time speak in their home life some language other than English. The bill provides for co-operation between state and Federal authorities with a view to making English the universal language in this country and ending illiteracy.

Much attention was attracted to the failure, when Congress adjourned, of the appropriation of \$860,000,000 for carrying on the construction of ships and other work of the shipping board. The new Congress must not only make this appropriation, with such limitations as it sees fit, but it must map out a whole new policy with regard to the American merchant marine. It must determine

whether the government will operate the ships, lease them to private corporations or sell them. It must decide whether to change the present seamen's laws, including the La Follette seamen's act, and, perhaps, if the President vetoes the legislation accomplishing all these things, work out some plan less satisfactory to it which the President will sign. That problem, of course, is present on all the legislation passed by the next Congress.

Woman Suffrage Sure To Be Important Issue

Woman suffrage will assuredly come before the new Congress. There is little doubt now that the Federal amendment will receive the necessary two-thirds vote in both Houses with but little delay and be submitted to the states for ratification.

A fight to grant suffrage to the District of Columbia and to give the District representation at least in the House is also in prospect, though with far less chance of success.

If the unemployment situation should continue to be serious it is probable that the opposition to an old fashioned omnibus public building bill will be greatly reduced, giving one a chance to pass for the first time in either years.

President Wilson wants the Council of National Defense to continue. There is much difference of opinion in Congress about this, and there will be determined attempts to abolish this organisation.

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An effort to modify the anti-trust laws, in the light of recent developments and of the Webb export bill, will be made.

The magazine publishers are preparing to make another vigorous

fight for the repeal of the postal zone act, which has been a master of sharp fighting at the last several sessions.

The Senate will have one bitter election contest to settle—the Ford-Newberry case from Michigan.

Another of the problems of changing the wartime organisations back to a peace basis is that of the War Risk Insurance Bureau. If time permits the next Congress will reorganise this bureau.

Woman Suffrage Sure

To Be Important Issue

Woman suffrage will assuredly come before the new Congress. There is little doubt now that the Federal

amendment will receive the necessary two-thirds vote in both Houses with but little delay and be submitted to the states for ratification.

A fight to grant suffrage to the District of Columbia and to give the District representation at least in the House is also in prospect, though with far less chance of success.

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Stefansson Describes His Finding Of 'Blond Eskimos'

Natives Dreaded As Slayers Of All Strangers Are Hospitable To Polar Explorer

In this article in the New York Sun, Mr. Stefansson tells the story of his sledge journey eastward over the sea ice after parting from his only white companion, Dr. R. M. Anderson, at Cape Parry on Continental North America. For twenty-two days he went into the unknown frozen east, accompanied only by two Eskimo men, Natuskuk and Tannauvik, and an Eskimo woman, Pannigablik, who was invaluable for keeping camp and making and repairing skin garments.

By Vilhjalmur Stefansson
ALTHOUGH mere fractions of time such as minutes seldom are of enough value with us in the North to waste ink in recording them, I have set down in my diary that it was 1:45 in the afternoon of April 21 when we finally made our long planned start from our winter base on Langton Bay at Cape Parry to penetrate to Coronation Gulf.

At last we were fairly started for the unknown, but no one except myself was very enthusiastic over the enterprise. The reluctance of my people was due in part only (and in less part) to their fear of finding the unknown country gameless. They feared to find it inhabited by a barbarous and blood-thirsty race of which the Baillie Islands Eskimo had been telling us grotesque tales. These dreaded people were the Naguktoqmiut, "the people of the caribou antler," who lived far to the east and who used to come in semi-hostile contact with their ancestors long ago.

"These people bear the name of the caribou antler," they had told us, "because of a peculiar custom. When a woman becomes of marriageable age she is made to take her place in an open space and the men who want wives form around her in a circle, each armed with the antler, a large bull caribou. The word is given, and they all rush at her, each trying to hook her toward him with the antler. Often the woman is killed in the scrum. If one succeeds in getting her alive, he takes her for a wife."

Many Have No Wives
As strength and skill are the main requirements for success, some of the Naguktoqmiut have a great many wives, while most of them have none. Because so many women are killed in this way there are twice as many men as women among them. We know many stories of which this is one, to show what queer people these Easterners are. They also kill all strangers."

That was the way all stories of the Easterners ended. Like Cat's delenda est Carthago, "they kill all strangers" were the unvarying words that finished every discussion of the Naguktoqmiut by the Baillie Islanders.

No matter how fabulous a story sounds, there is usually a basis of fact. When we at last got to these Easterners we found that the kernel of truth consisted in the fewness of women as compared with men, but this had nothing to do with caribou antlers. It was because they practise the Spartan custom of exposing newborn children, and especially female children, with the result that women among them are much fewer than men.

When we made our start for the East we were in many respects poorly equipped for spending a year away from any possible source of supplies other than those which the Arctic lands themselves can furnish. I had counted on having good dogs, but now the good dogs were dead. I had counted on Dr. Anderson's company, but necessity (chiefly lack of ammunition) had dictated that he go west for supplies, and that I depend on Eskimo companions alone. I had counted on a silk tent and other light equipment for sum-

mer use, and only the lightest and most powerful rifles and high power ammunition, but during one of our winter periods of food shortage I had been compelled to abandon many of these things.

Instead of the ten pound silk tent, I had to take a forty pound canvas one, old and full of holes. I had only 200 rounds for my Mannlicher-Schoenauer 6.5 mm. rifle, and had to piece out with heavier and less powerful black powder rifles and ammunition. In all we had four rifles of three different calibers, and a total of 960 rounds of three kinds of ammunition, when the right thing obviously is to have but one kind of rifle and ammunition. Had one of our rifles broken we should have had to throw away the ammunition suited to that gun.

Therefore, my three Eskimos felt and expressed, and I felt but tried to refrain from expressing it, that we had embarked on a serious venture.

Living On The Country
We started with about two weeks' provisions. These were neither here nor there as provisions for a year's exploration. We would have been quite as well off had we started with only two days' supplies. From the very outset it was incumbent on us to provide each day food for that day from the animals of the region. In carrying out such a program for a party of four each had to do his share. My main reliance were the Alaskan man Natuskuk and the woman Pannigablik. The Mackenzie River boy Tannauvik, a boy in character though perhaps 25 in years, was a cheerful and companionable sort of fellow, but without initiative and (like many of his countrymen nowadays) not in the best of health.

Our general plan was that the three Eskimos took care of the sled, one, usually, the woman, walking ahead to pick out a trail through the rough sea ice, and the other two steady the sled from upsetting too often, and pulling in harness at the same time to help the dogs. If they saw a seal or a bear one of them would go after him while the other two waited at the sled, cooked a lunch. If it was near midday, or made camp if night was approaching. If by camp time no game had been seen the woman Pannigablik would stay by the camp to cook supper, while the two men went off in different directions to hunt.

That the two should go in different directions doubled the chances

of seeing game, but at times it caused waste of ammunition in killing more meat than needed. The very first time, for instance, Natuskuk killed two seven or eight hundred pound bearded seals in one shot, and Tannauvik a big, fat grizzly bear in four shots—meat enough for several weeks if we had stayed there Eskimo fashion to eat it up. Traveling as we were, heavily loaded through rough ice, we could not take along more than a hundred pounds of meat.

Although the Eskimo frequently killed an animal if they happened on one along the line of march their chief business was getting the sled load as many miles ahead as convenient during the day, when sledom was over fifteen miles in a working day, averaging perhaps eight hours. We were in no hurry, for we had no particular distance to go and no reason to hasten back, but expected to spend the summer wherever it overtook us, and the winter similarly in its turn.

I took upon myself the main burden of the food providing. I used to strike inland about five miles in the morning before the Eskimo broke camp, going rapidly eastward along the coast. With my snow-shoes I made rapid progress compared with that of the sled along the coast, unless I happened on caribou.

The land showed nothing but a white wolf or arctic fox now and then. Pannigablik there were, but they are too small game for a party of four that is going to go a year on 960 rounds of ammunition. The foxes too were beneath our notice, though their meat is excellent; but a wolf that came without 200 yards sledom, got by me, for a fat one weighs 100 pounds, and all of us preferred them at this season to caribou except Pannigablik, who would not taste the meat because it is taboo to her people.

A Yellow Spot On The Ice

This day the wolves did not come near, and the first hopeful thing I saw was a yellow spot on the sea ice about three miles off. After watching it for five minutes or so I was still unable to determine whether or not the spot was yellow ice or something else than ice. Now and then I looked elsewhere for a caribou or grizzly bear, but at any time came out from behind a hill a polar bear from behind a cake of ice, or a seal out of his hole. After sweeping the entire circle of the horizon perhaps for the sixth time I noted that the yellow spot had disappeared—it was, therefore, a polar bear that had been lying down. After sleeping too long in one position he had stood up and lain down again behind an ice cake.

A moment after making this I was running as hard as I could in the direction of the bear, for there was no telling how soon he would start traveling or how fast he would go. When I got to the neighborhood of the animal according to my

calculations, I climbed an especially high ridge and spent longer time than usual sweeping the surroundings with the glasses and studying individual ice cakes and ridges with the hope of recognizing some of those I had seen from the mountains to be in the neighborhood of my bear, but everything looked different on near approach and I failed to locate him to my own satisfaction.

My rifle was buckled in its case slung across my back, and I was cautiously clambering down the far side of a pressure ridge, when I heard behind me a noise like the spitting of a cat or the hiss of a goose. I looked back and saw, about twenty feet away and almost above me, a polar bear.

The Polar Bear's Error

Had he come the remaining twenty feet as quietly and quickly as a bear can, the literary value of the incident would have been lost forever; for, as the Greek fable points out, a lion does not write a book. From his eye and attitude, as well as the story his trail told afterward, there was no doubt in his intentions: the hiss was merely his way of saying, "Watch me do it!" Or at least that is how I interpreted it; possibly the motive was chivalry, and the hiss was his way of saying "Garde! Whilever it was, it was the fatal mistake of a game played well to that point; for no animal on earth can afford to give warning to a man with a rifle. And why should he? Has a hunter ever played fair with one of them?

Afterward the snow told plainly the story—and for one of the participants, tragic-story. I had underestimated the bear's distance from shore; and had passed the spot where he lay, going a hundred yards or two to windward; on scenting me he had come up the wind to my trail, and had followed it, walking about ten paces to leeward of it, apparently following my tracks by smelling them from a distance. I had not seen his approach because it had not occurred to me to look back over my own trail.

Skins Of Unknown Men
On May 9, nineteen days out from Langton Bay, we came upon signs that made our hearts beat faster. It was at Point Wise, where the open sea begins to narrow into Dolphin and Union straits, which are between the mainland and the mountainous shores of Victoria Island. The beach was strewn with pieces of drift wood, and on one we found marks of recent choppings with a

dull edge. A search of the beach for half a mile each way revealed numerous similar choppings. Evidently the men who had made them had been testing the pieces of wood to see if they were sound enough for sleds or other things they wished to make.

The night after this discovery we did not sleep much. The Eskimo were more excited than I was, apparently, and far into the morning they talked and speculated on the meaning of the signs. Had we come upon traces of the Naguktoqmiut "who kill all strangers?"

Fortunately enough, my long-entertained fear that traces of people would cause a panic in my party was not realized. In spite of all their talk, and in spite of the fact that they were seriously afraid, the curiosity as to what these strange

(Continued on Page 15)



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Stefansson Describes His Finding Of 'Blond Eskimos'

(Continued From Page 14)
people would prove to be like—in fine, the spirit of adventure, which seldom crops out in an Eskimo—was far stronger than their fears. We were, therefore, up early the next morning, and soon out on the road. Evidence On The Trail

All that day we found along the beach comparatively fresh traces of people, chiefly shavings and chips. None was of the present winter, though some seemed to be of the previous summer; but next morning, just east of Point Young, we found human footprints in the crusted snow and sled tracks that were not over three months old. That day at Cape Bexley we came upon a deserted village of over fifty snow houses. Their inhabitants had apparently left them about midwinter, and it was now May 12.

A broad but three months untraversed trail led north from this village site across the ice toward Victoria Island. I had intended to continue east along the mainland into Coronation Gulf, but decided to make an attempt to find the people of the deserted village. We would leave most of our gear on shore with Pannigabuuk to take care of it, while the two men and myself took the trail across the ice.

This was according to Eskimo etiquette. On approach to the country of strange or distrusted people non-combatants are left behind and only the able men of the party advance to a cautious parley. The Mackenzie River man, Tannaumirk, was frightened enough to let his pride go by the board and to ask that he too might stay on shores at the camp.

Natkuusiaq and I prepared to start alone with a light sled, but at the last moment Tannaumirk decided to go with us, as the Naguktagmiut were likely in our absence to discover our camp, surprise it by night and kill him while he slept.

The Unknown Men At Last

In the present case our task was simplified by the fact that the group we were following had not moved straight ahead north, but had made their fourth camp west of the second. Standing on the roofs of the houses of the second camp we could see three seal hunters a few miles to the west, each sitting on his block of snow by a seal hole waiting for the animal to rise.

The seal hunters and their camp were up the wind and our dogs scented them. As we bore swiftly down upon the nearest of the sealers the dogs showed enthusiasm and anticipation as keen as mine—keener by a great deal than did my Eskimo. Since the hunter was separated from his fellow hunters by a full half mile I thought he would probably be frightened if all of us were to rush up to him at the top speed of our dogs. We therefore stopped our sled several hundred yards away.

Tannaumirk had become braver now, for the lone stranger did not look formidable sitting stooped for

ward as he was on his block of snow beside the seal hole; so he actually volunteered to act as ambassador, saying that the Mackenzie dialect (his own) was probably nearer the stranger's tongue than Natkuusiaq's. This seemed likely, so I told him to go ahead. The sealer sat motionless as Tannaumirk approached him. I watched him through my glasses and saw that he held his face steadily as if watching the seal hole, but that he raised his eyes every second or two to the strange figure of the man approaching. He was evidently tensely ready for action.

Tannaumirk by now was thoroughly over his fears and would have walked right up to the sealer, but when no more than five paces or so intervened between them the sealer suddenly jumped up, grasping a long knife that had laid on the snow beside him, and, raising himself as if to receive an attack or to be ready to leap forward suddenly. This scared our man, who stopped abruptly and began excitedly and volubly to assure the sealer that he and all of us were friendly and harmless men of excellent character and intentions.

Mistaken For Spirits

I was of course too far away to hear, but Tannaumirk told me afterward that on the instant of jumping up the sealer began a monotonous noise which is not a chant nor is it words—it is merely an effort to ward off drowsiness, for if a man is in the presence of a spirit does not make at least one sound each time he draws his breath; he will be stricken permanently dumb. This is common to both the Alaska and Coronation Gulf Eskimos.

For several minutes Tannaumirk talked excitedly, and the sealer kept up the moaning noise, quite unable to realize apparently that he was being spoken to in human speech. The women were in more hurry to be presented than were the men, for they must, they said, go right back to their houses to cook us something to eat.

The men asked us whether we intended to have our camp right in their village or a little outside of it. We agreed it would be better to camp about 200 yards from the other houses, to keep our dogs from fighting with theirs. Immediately half a dozen small boys were sent home to get their fathers' snow knives and house building mittens. Well Bred Savages

We were not allowed to touch a hand to anything in camp making but stood idly by, surrounded continually by a crowd who used every means to show how friendly they felt and how welcome we were, while a few of the best house builders set about erecting for us the

Natkuusiaq and I might follow as far house in which we were to live as behind as we were now; when they long as we cared to stay with them.

When it had been finished, and furnished with the skins, lamp and the other things that go to make a snowhouse the cosiest and most comfortable of camps, they told us they hoped we would occupy it at least till the last piece of meat in their storehouses had been eaten, and that so long as we stayed in the village no man would hunt seals or do any work until his children began to complain of hunger.

It was to be a holiday, they said, for this was the first time their people had been visited by strangers from so great a distance that they knew nothing of the land from which they came.

Saw A Match For The First Time

These simple, well bred and hospitable people were the savages whom we had come so far to find. That evening they saw for the first time the lighting of a sulphur match; the man whom we first approached— who that day acquired a local prominence which still distinguishes him above his fellows—explained to an eagerly silent crowd that we were friends from a distance who had come without evil intent and immediately the whole crowd (about forty) came running toward us, introduced themselves eagerly.

As each came up he would say: "I am So-and-so. I am well disposed. I have no knife. Who are you?" After being told our names in return and being assured that we were friendly and that our knives were packed away in the sled and not hidden under our clothing each would stand aside for the next to present himself.

Sometimes a man would present his wife, or a woman her husband, according to which came up first. The women were in more hurry to be presented than were the men, for they must, they said, go right back to their houses to cook us something to eat.

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The Situation In Siberia Today

By A Russian Editor

Three points in Siberia attract special attention: the situation on the Ural front, conditions at Omsk and conditions at Vladivostok. We will deal with these points in their order.

The front represents the usual picture of life in any military camp: trench life with all its discomforts, sufferings and burdens, infantry reconnaissance, artillery, preparations and the taking of positions in short, all that is so well known of modern warfare. The Czechoslovak had held this front since its establishment, but with their withdrawal the situation assumed a singular aspect for it is henceforth a front of Russians against Russians. The Czechs are now employed in guarding the Trans-Siberian Railway line while awaiting transports to take them home. English, French and Italian forces were landed in Siberia on a small scale only. In conjunction with the Czechs they are employed in guarding the line and the bridges. The operations of the Japanese were somewhat different. They marched out of a sphere of influence from Vladivostok to Baikal, taking part in military operations only along the coast and in the Amur province. In the After-Baikal region they were "supporting" Ataman Semenoff, helping him with money and supplies.

The Americans, as they themselves proudly declare, did not fire a single shot at the Russians. They practically declined to interfere.

The Situation In Omsk

In this city the government which calls itself All-Russian, headed by Admiral Kolchak, has established itself. Omsk is a bureaucratic laboratory making use of all previous and old agents of power. Omsk is trying to imitate the former noisy life of the Cossacks, the distribution dreams day and night of transferring its activities to Moscow. It is a city which has unexpectedly outgrown from the ramifications of a dull ordinary Siberian City and now presents big aims.

Conditions In Vladivostok

Vladivostok is a city of the greatest interest. It is the open window to Europe, Asia and America. Vladivostok is a great port—it is the distributing center for supplies to Siberia's 14 million population. Through its nearness to neighboring Allied countries this role of a gigantic transit point gives Vladivostok special importance. Never before and probably never in the future will Vladivostok play such a great part as a political center. Such a role was never attached to such cities as Odessa, Baku, Revel or Libau.

All Allied countries are politically represented in this city. There are the chief administrations of the Allies which are called commissariats. At the head of the English group is Sir Charles Elliot, who recently passed through Shanghai on his way to Hongkong. At the head of the French party was Mr. Reno until recently. The chief of the Japanese diplomatic mission is Baron Matsudaira, and lastly there is General Graves, the American, who is deeply respected by all.

With Vladivostok as their main base the representatives of the Allied countries are in constant touch with their governments. The radio stations on Allied warships are utilized for a rapid and reliable news service and all telegrams received or despatched are conveyed with the utmost of the political interest of the local newspapers for the benefit of the reading public. In Vladivostok there is also military representation of the Allied countries headed by the Japanese General Otani.

The Allied Council

Formal accord exists among the Allied representatives and meetings of this council are held periodically and systematically. The military as well as the political representatives take part in these deliberations. Decisions of this council are directed to agents throughout Siberia, and the

forming an economic relief commission under the control of Baron Megata. The first step of this commission was the issue of new Japanese bonds which made a great stir but received scant support from the Russ population. The commission was not discouraged, however, and we find that they are now exerting their efforts on real estate and such similar enterprises.

Altogether different methods were used by the representatives of America. They were trying to form close connections with the vast mass of the Russian population. For this purpose American representatives organized a number of conferences with the Russian Co-operative Society. The importance of these conferences is seen from the fact that co-operative societies in Siberia are a powerful economic and commercial organization. Forming connections with U.S.A. merchants, the co-operative societies took on themselves the task of supplying the whole laboring population of Siberia in exchange for raw materials. The representatives of the United States took part in the conferences of the Siberian Zemstvo Council. The foremost aim of this Council was to supply the Siberian peasant population with agricultural machinery.

Great energy was developed by the American Red Cross society which organized in Vladivostok and numbers of others cities hospitals and dispensaries to be engaged in alleviating suffering and fighting the various epidemics.

Lastly it is worth while noting the activities of the American Cinema which travels through all towns and villages showing under corresponding lectures popular life in America.

Mail Notices

MAILS CLOSE
For U.S. Canada and Europe:
For C.M.S. s.s. China Apr. 26
For Japan:
For N.Y.K. s.s. W'noura M. Apr. 22
For Europe, etc:
For P. and O. s.s. Nellie Apr. 13

MAILS DUE
From U.S. and Canada
For T.K.K. s.s. Korea M. Apr. 22

Amusements

Victoria Theatre

SHOWING

On April 20th and 21st and
Matinee Today

"PRIDE"

Five Parts

SECOND OF THE

"SEVEN DEADLY SINS"

Special Matinee Tomorrow
NEW PROGRAMME

Cotton Market

Messrs. J. Spunt and Co. write as follows in their report for week ending April 19:

China Cotton.—Since the issue of our last report our market gradually became firmer until at the close a rise of Tia. 1.50 per picul over and above the prices ruling during the previous week may be registered. Such a situation may be attributed to the better feeling evinced by the race both in Mid-America and in Sampan which naturally engendered some activity in the demand for the local staple.

Going, therefore, into consideration the continual firmness of the Yarn market our advice to all interested is to appropriate all available offerings for immediate and as far as possible for future requirements in order to avoid any disappointment afterwards at not having done so at the present ruling rates. Tone of the market, firm.

Liverpool: Egyptian Cotton, P. G. F.

Sakellaridis 26.59d.

Price of Fine M. C. Bengal 12.99d.

Price of Good-Middling 17.82d.

Last reported 17.24d.

Tone of market, quiet.

New York Market:

Price of Mid-American 26.85 May 23.67 Oct.

Market quiet.

Indian Market:

Breast, New Crop Rs. 513 per

Sandy.

Market steady.

Motor Trucks In China

remote points. Here the population is so much larger with practically no rail facilities.

Mr. Herts is an active member of the Society of Automotive Engineers and has been connected with the motor car and truck industry since its inception, both in the United States and Europe. At the time of the Pershing Expedition into Mexico in 1916 Mr. Herts was one of a group of Government and private engineers who were detailed to the line of communication to study motor truck transportation and applied his knowledge to the later assistance in the development of the Class B. military truck, popularly termed the "Liberty" truck.

He is making an extended trip through the Orient in order to study

Amusements

LYCEUM THEATRE

Thursday, April 24th

at 9.15 p.m.

FAREWELL RECITAL

by

MIROVITCH PIASTRO

"LA DANSE DANS LA MUSIQUE CLASSIQUE"

PROGRAMME

I
(a) Polonaise e flat minor
(b) Mazurka a minor
(c) Two Valses d flat, e minor
(d) Scotch Dance ... Beethoven-Busoni

A. MIROVITCH.

2.—(a) Sicilienne and Rigaudon ... Francoeur-Kreisler
(b) Menuetto ... Milandre-Press
(c) Almande ... Mascetti-Elman
(d) Gavotte Tor-Aulin

M. PIASTRO.

II
(a) Dance from Yolster
(b) Humoresque ... Stabbe Laaten
(c) Polka Bohème ... Rubinsteine
(d) Valse ... Caprice ... Rubinsteine

A. MIROVITCH.

3.—(a) Slavonic Dance Dvorak-Kreisler
(b) Valse Kreisler
(c) Spanish Dance, "Habanera" ... Sarasate

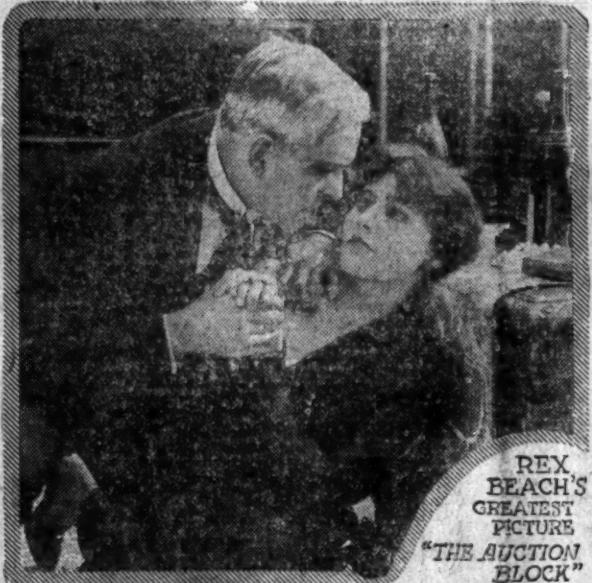
M. PIASTRO.

Booking at MOUTRIE & CO., Ltd.

PRICES AS USUAL

Direction: A. STROK.

REX BEACH'S GREATEST STORY



REX
BEACH'S
GREATEST
PICTURE
"THE AUCTION
BLOCK"

"THE AUCTION BLOCK"

THE LIFE DRAMA OF MILLIONS OF GIRLS IN THE WORLD.

in Eight Parts
With Special Music

Admission Prices: \$1.50, \$1.00

AT THE APOLLO "The" Picture House



IRENE CASTLE

IN

"THE GIRL FROM BOHEMIA"

America's most famous actress, and one whose whole life has been a story of charming romance, back again in the prettiest of all her screen successes.

IRENE CASTLE, the best-dressed woman in America, shows the country cousins a few glimpses of Bohemia... and then Some. You know what other Castle pictures were; this is the best of all.

AT THE APOLLO NEXT THURSDAY

EASTER MONDAY
MATINEE 3 P.M.
Frank Keenan in
"MORE TROUBLE"
and
CHARLIE CHAPLIN - IN - "A DOG'S LIFE"

CHARLIE CHAPLIN - IN - "A DOG'S LIFE"

ISIS THEATRE

Sunday Matinee

"ULTUS" 3rd Series

AND "THE COUNT OF MONTE CRISTO"

4th Epoch

Sunday Evening

THE FAMOUS HUN-GUNO TROUPE OF ACROBATS AND CONTOURNISTS

Marvelous Feats, Most Entertaining.

Never before have such wonderful acts been seen in Shanghai.

New items every night.

Monday Programme

HUN-GUNO FAMOUS TROUPE OF ACROBATS AND CONTOURNISTS

AND

"THE COUNT OF MONTE CRISTO"

5th Epoch

This Epoch opens a new phase of the Story.

"The Count's Arrival in Paris"

Exquisite photography of Paris, which forms the background of the Story.

Special Matinee Monday

at 3 p.m.

The Ideal Garter for
the hot weather
is the
"Ivory Garter"

because,
There is no metal to rust.
There are no pads.
It is comfortable.
It does not scratch the leg.
It does not tear the socks.
It looks good.

Obtainable from all outfitters or wholesale from
the Sole Agents

Dodge & Seymour (China), Ltd.
89-91 Rue Montauban, Shanghai

Last Night of CHARLIE CHAPLIN
in "A DOG'S LIFE" at the APOLLO

Business and Official Notices

S.S. "MELVILLE DOLLAR"

The S.S. "Melville Dollar" is now discharging her cargo at the Robert Dollar Company, Pai Lien Ching Wharf. Consignees are requested to send in their bills of lading for counter-signature and take delivery of their goods. All claims against this steamer must be sent in within ten days after completion of the steamer's discharge or they will not be recognized. All risk of fire at the wharf to be borne by the consignees of the goods. Examination of damaged cargo will take place at the Wharf on Thursday, April 24th, at 10 a.m.

THE ROBERT DOLLAR COMPANY.

SHANGHAI HARRIERS CLUB

NOTICE

ATHLETIC MEETING to be held on Saturday 3rd May, 1919, at 1 p.m. Sharp on the Polo Ground.

Competitors are reminded that entries for the above will close at 6 p.m. on Wednesday, 23rd April, 1919.

Entry forms can be obtained by applying to the undersigned.

All Entrance Fees must accompany Entries.

FRANK W. WHITE, Honorary Secretary, Sports Committee, No. 38 Kiangse Road.

NORTH CHINA INSURANCE COMPANY, LIMITED

Notice to Shareholders.

An Interim Dividend for the year 1918, at the rate of Fifteen percent upon the Paid-up Capital, has been declared.

Warrants for 15/- per share, payable at the Hongkong and Shanghai Banking Corporation at £4/10/4 per Tael will be issued on 1st May.

The Transfer Books will be closed from 23rd April to 1st May, both days inclusive.

By Order of the Board of Directors, H. G. SIMMS, Secretary & General Manager. Shanghai, 17th April, 1919.

SEND 75 DOLLARS FOR A RELIABLE TYPEWRITER
Smith Premier or Remington
Abe, C. M. Parker
Pacis and Delivered Shanghai
Write for Bargain List S.D.P.
TAYLOR, 74 CHANCERY LANE,
London, W.C. 2, England.

NOTICE

We regret to inform our Customers and the General Public that, owing to the embargo placed on the Export of Butter by the Australian Government, we are out of stock of "DAISY" BRAND Butter. We are, however, able to supply our "MEADOW" BRAND which is an excellent first-grade Fresh Butter, now obtainable from all leading Storekeepers, in one-lb. pats.

GEDDES & CO., LTD.
IMPORTERS
5, Peking Road Tel. C. 346

OFFICE MANAGERS

Attention!

Because it costs less than one mistake would, it will pay you to investigate the merits of

THE CALCULATOR ADDING MACHINE.

It is invaluable wherever figures are used, and there is no kind of business or occupation which cannot be served by the calculator.

Mex. \$17.00

Write or telephone for convincing demonstration.

I. SHAININ & Co.

100 Szechuen Rd—Phone: C. 1483

"To try it is to like it."

NOTICE OF REMOVAL

We have this day changed our address to:

No. 31 Szechuen Road.

YOUROVETA HOME AND FOREIGN TRADE CO. INC.

HIRANO WATER

Reynell's

AT ALL HOTELS

AT ALL CLUBS

PURITY GUARANTEED

GARNER, QUELCH & CO.

The Batu Anam (Johore) Rubber Estates, Limited

(Incorporated in Hongkong)

NOTICE IS HEREBY GIVEN that the Sixth Annual General Meeting of Shareholders will be held at 13 Nanking Road, Shanghai, on Tuesday, the 29th of April, 1919, at 4 p.m.

The Transfer Books and Share Register of the Company will be closed from the 22nd April to 29th April, 1919, both days inclusive.

By Order of the Directors, R. N. TRUMAN & CO., General Managers. Shanghai, 15th April, 1919.

FINE MODERN FRONTS

for

SHOPS

and/or

OFFICES

Ben Building,
25 Avenue Edouard VII.

IN THE UNITED STATES COURT FOR CHINA

In re Last Will and
Testament of
WALTER SCOTT
EMENS.
Deceased.

Cause No. 741
Estate No. 280

NOTICE TO CREDITORS

March 30, 1919.

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How Mr. Wilson Astonished the Palace Servants

Said "Sir" to King George, Was Discovered at Work on His Own Typewriting Machine, Took the Right Hand Seat in the King's Carriage, and Mrs. Wilson Omitted the "Curtsey" When She Met the Queen



One of the Picturesque Yeomen of the Guard or "Beefeaters."

LITTLE by little unpublished details are beginning to arrive concerning the now historic five-day visit which President and Mrs. Wilson paid to the King and Queen of England at Buckingham Palace, London.

Of course, most people know that it was the first visit ever paid by an American President while in office to a king, but they have probably not stopped to think of the extraordinary problems of etiquette that it involved, the unprecedented issues that it raised.

President Wilson met the situation with democratic simplicity and good sense. The court etiquette of England is the relic of bygone centuries when the King was looked upon as a sort of super-human, godlike personage in whose presence the faithful subjects must conduct themselves with obsequious and ministerial helplessness. Mr. Wilson is the elected President of a great modern republic and, manifestly, it would be absurd and unbecoming for him of Mrs. Wilson to bend the knee to the crowned head of a monarchy.

In her relations with the Queen of England Mrs. Wilson acted with the same simplicity and democracy as did her husband. No one imagines that the President, an exceptionally intellectual man, was ignorant of the general rules of British court etiquette or incapable of learning all about them very quickly. There is an army of officials at the court only too anxious to instruct a visitor to the palace concerning the smallest details of etiquette.

It therefore appears certain that the President gave the matter some thought and acted as he did because he thought it was the right way to act.

Comments now received from the English newspapers show that some of the court functionaries and especially the old servants of Buckingham Palace were astonished at Mr. Wilson's simple and direct way of cutting the red tape of royal etiquette when the customs seemed to be senseless or unbecoming. The King and Queen understood perfectly well, but the palace servants were surprised. On the whole the tendency in England is to admire Mr. Wilson for his conduct.

That the King and Queen thoroughly enjoyed the kindly informality of their visitors is evident from their smiling appearance and many of their actions.

To come down to details, the thing that astonished the English most of all was that the President, in his speech at the state banquet at Buckingham Palace, addressed the King as "Sir" instead of "Your Majesty." Here is one of the several passages in which Mr. Wilson used this form:

"For you and I Sir—I temporarily—emboddy the spirit of two very great nations, and whatever strength, and whatever an-
thropic I have, I possess it only so long and so far as I express the spirit and purpose of the American people."

It is pointed out in England that all persons, including Kings and the highest foreign dignitaries, when they have occasion to address the King in a formal speech, always say "Your Majesty," if speaking English. In French they say "Sir." President Poincaré, of France, has several times used this latter form in addressing the King. It

may not be generally known to Americans that persons of good social position in private conversation address the King of England always as "Sir" and the Queen as "Ma'am," but in any address which is in any way formal it is considered indispensable to say "Your Majesty."

There is much speculation in England as to how the President, after using the simple "Sir" in a formal speech, addressed the King when he sat down for long and intimate private conversations with him, but this curiosity has not yet been satisfied.

Another fact that impressed the British mind deeply was that when President Wilson went away from Buckingham Palace in company with the King, the President had his left trouser leg turned up and not his right. He was photographed several times beside the King in this unsymmetrical costume, and also between the King and the Queen. The King was in uniform, very correctly dressed, with sword at his side, gloves on his hands and his trousers turned down.

Of course the photographs only prove that the President had other things on his mind besides the fit of his clothes, but the incident has excited comment, both in England and France. Various citizens of those countries are asking themselves whether, in order to cultivate the valuable friendship of America, they should go about with one trouser leg turned up.

There was one distinctly American peculiarity of the President that worried the British court officials very much. It may be explained that the President's safety was watched over by an impressive number of high court functionaries, army officers and secret service men.

At about midnight the watchers in the Palace anteroom and corridors heard a strange, harsh, ominous, persistent regular ticking, unfamiliar to British ears, coming from the Pink Room, one of the great suites occupied by the President.

The Lords-in-Waiting and the Gentleman of the Cellars and the lesser lights of the court listened with terror and fascination. Could this be an infernal machine? They had heard that they ticked. To think of such a thing being planted in the room of the President of the United States while he was a guest of the King of England was certainly unnerving.

At the risk of intruding on the President's privacy at this late hour they knocked at his door and called his attention to the danger. He calmly bade them enter, and then they beheld the President of the United States industriously pounding away on his American typewriter, preparing his speech for the London Guildhall on the morrow.

Mrs. Wilson's democratic disregard of senseless etiquette impressed the British nearly as much as the President's. It was particularly remarked that she did not "curtsey" to the Queen upon any occasion. The "curtsey" is the peculiar low bow which a woman makes to the sovereign. A short, friendly nod of the head was all that Mrs. Wilson accorded the Queen, while the latter bowed somewhat deeply. Mrs. Wilson, of course, has no official position and it seems to have been expected by some people that she might act as an ordinary American woman does when received at court.

"I watched the two contrasting figures (Mrs. Wilson and Queen Mary) at the final good-by on the platform at Charing Cross," says a writer in the London Sketch. "A long and cordial handshake was the only ceremonial.

"Mrs. Wilson did not curtsey to the Queen—indeed, the slight inclination forward was the Queen's, she having an advantage of inches over her guest."

The King and Queen gave many evidences that they enjoyed the informal simplicity of their guests, and the King showed his appreciation by acting at least once with the same informality. It happened entirely by chance that the President passed his sixtieth birthday in Buckingham Palace. The day was December 28. Early in the morning Mr. Wilson heard a knock at the door of his sitting room. Of course he thought it was one of the numerous functionaries or servants.

He called out, "Come in!" The door opened and there was the King of England, who held out his hand and said:

"Many happy returns of the day!"

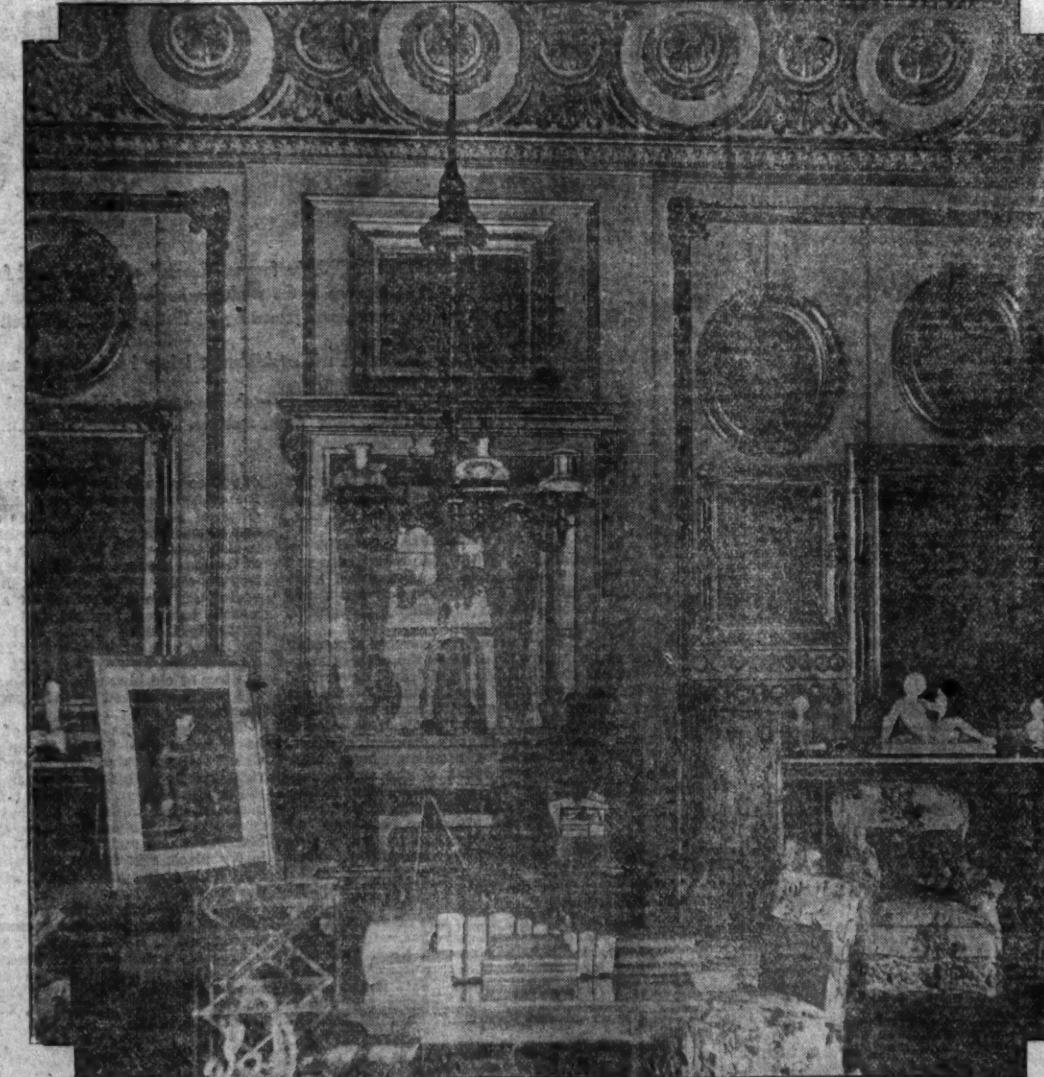
It is explained that normally in court life if a guest of less rank than a sovereign

had been staying at the Palace on his birthday, he might have been invited to present himself to the King and be congratulated. If, on the other hand, a King had been visiting the palace, he would have been warned in advance that the

President Wilson Standing Between the King and Queen of England and Showing the One Accidentally Upturned Trouser Leg Which Started the Silly Inquiry as to Whether This Was the New Style in America



The Royal Carriage and Escort—Mr. Wilson Preferred an Automobile



President Wilson's Private Sitting Room in the Palace Where He Did His Work

King of England intended to offer his congratulations and he would have dressed himself in full uniform and stood up in his chief apartment to receive congratulations.

It was evident that the President and Mrs. Wilson made themselves perfectly at home in every way at Buckingham Palace. As one observer expresses it: "No questions of rank or precedence were raised, such as had marred the visit of General Grant."

The President took his place in the right hand seat in the King's state carriage on the two occasions when they rode together through the streets of London. It is whispered that the minor officials and servants were quite shocked at this tremendous honor to a republican President. The same captious persons were still more disturbed when, as the carriage emerged from Charing Cross Railway Station and the vast crowd cheered heartily, the President promptly acknowledged the ovation by taking off his hat. Again and again during the drive he swept off his hat with a graceful gesture, while the King gave only an occasional military salute.

British experts in etiquette hold that all cheers uttered in the presence of the King in England must be intended for him alone, and should be acknowledged by nobody else, or at least only after the King has given his acknowledgment.

The biggest jar of all was administered to official and servitorial sensibilities when the President delivered a speech from the balcony of Buckingham Palace. When the Wilsons and the royal party had entered the room an immense crowd gathered outside and called loudly for "Wilson."

Most vociferous among them were several American soldiers and sailors, who climbed up the palace gates and posts and doffed the efforts of the London bobbies to make them come down.

In response to continued cheering the President then came out followed by Mrs. Wilson, the King, the Queen, Princess Mary and H. R. H. the Duke of Connaught and so on. That's King old

and new. The performance in England was orderly to all precedent. When the Kaiser, when in England, never went ahead of the King in public.

The cheering kept up and the President seeing that the people really wanted to hear from him made these remarks, contrary to all established precedent, from the balcony of Buckingham Palace:

"I do not want to make a speech, but I do want to tell you how much I honor you men who have been wounded in this fight for freedom and to thank you all for the welcome you so generously have given me. I hope each of you will live to enjoy the fruits of the victory for which you so courageously fought."

Some amusement appears to have been created in court circles by the personal attendants of the President and Mrs. Wilson. The King and Queen have an army of flunkies, chosen with great care from the largest and handsomest specimens in the kingdom by the high officials of the court. They wear powdered wigs, scarlet liveries, with knee breeches and white silk stockings. The President and Mrs. Wilson were attended by a plain colored man and woman.

The colored maid, who bears the name of Susie, caused the most amusement. It is reported that when the celebrated solid gold plate was brought out for the state banquet at Buckingham Palace some one asked her what she thought of it. Susie answered that it was very fine, but that they had quite as fine a collection of gold plate at the White House.

Mrs. Wilson heard of the episode and admonished Susie that they had no gold plate at the White House.

"I know that, ma'am," said Susie, "but I wasn't going to let them know it."

What contrast this humble colored couple made with their surroundings may be judged from some of the details of the great state banquet. The Lord Chamberlain and the Lord Steward of the Household, in full uniform, with their wands of office, assisted by all their deputies, also in uniform, had charge of the arrangements.



These Men Were on Duty at the Palace During President Wilson's Visit in Addition to a Host of Functionaries and Flunkies.

The inner doors and approaches to the King were guarded by the Honorable Corps of Gentlemen-at-Arms, in full uniform, with halberds in their hands. The outer doors were guarded by the still more picturesque Yeomen of the Guard, sometimes called "Beefeaters," in Tudor costume of blue and red and gold, also carrying halberds.

A hundred servants in scarlet and gold waited on the table. No one turned his back on the King at any time, but those having to leave the presence walked backward.

The solid gold plate was mostly on the table. Part of this was purchased by King George IV for \$15,000,000, while the rest had been collected by previous kings in past centuries. Three buffets were covered with gold plates too cumbersome to be placed on the table, including a great pitcher saved from the wreck of the Spanish Armada.

It was not only in addressing the King that President Wilson played havoc with British etiquette. He addressed the Lord Mayor of London as "Mr. Lord Mayor" instead of the customary, "My Lord Mayor." It was at a meeting in the historic Guildhall of London presided over by this somewhat mediaeval official, that our President said:

"Mr. Lord Mayor: We have now come upon times when ceremonies like this have a new significance."

It should be explained that the King would be careful to use "Mr. Lord Mayor" in addressing the head of the ancient city.

In view of the President's disregard of the Lord Mayor's title it is significant that he said in his speech to him:

"The breaking of precedents, though this may sound strange doctrine in England, is the most sensible thing to do. The hardness of precedent is sometimes a very sad and harassing trammel."

President Wilson's democracy and disregard of etiquette were shown elsewhere than in England. For instance, they were noticed in Rome, where he visited the King of Italy and the Pope. It is stated that he held out his hand to the Pope and looked His Holiness "straight in the eye with a friendly smile," instead of greeting first as is customary. A British commentator says:

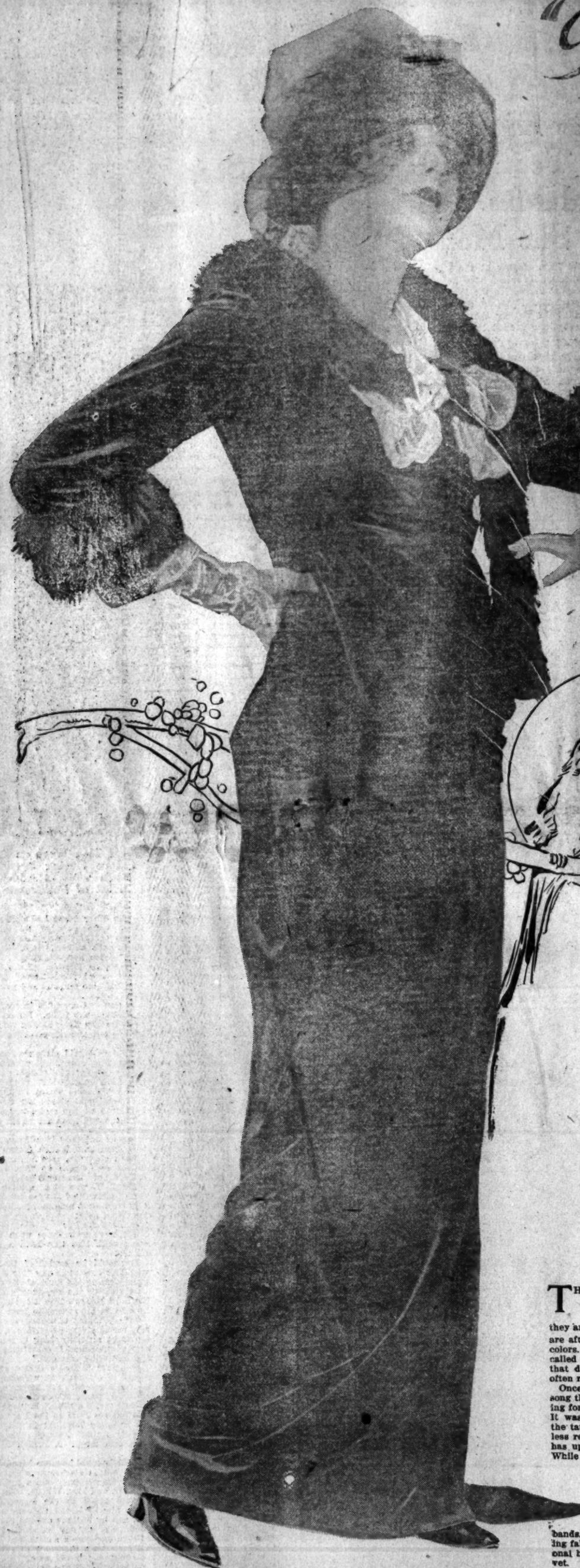
"Nobody could be more friendly and more polite, but in Buckingham Palace and at the Vatican nobody more informal, than were Mr. and Mrs. Wilson. The President did not even bow to the Pope—a courtesy shown him by Kings, Catholic and Protestant, and by Sultans outside the Christian creed."

What contrast this humble colored couple made with their surroundings may be judged from some of the details of the great state banquet. The Lord Chamberlain and the Lord Steward of the Household, in full uniform, with their wands of office, assisted by all their deputies, also in uniform, had charge of the arrangements.

The Pope because of his religious character as the divinely inspired representative of the Almighty. It may be questioned whether many Protestant rulers would kneel. Formal visits by foreign kings to Rome have been extremely rare in recent times, because they involved the delicate question whether the King of Italy or the Pope should be considered the first personage in the city.

"Best Beau" Gowns

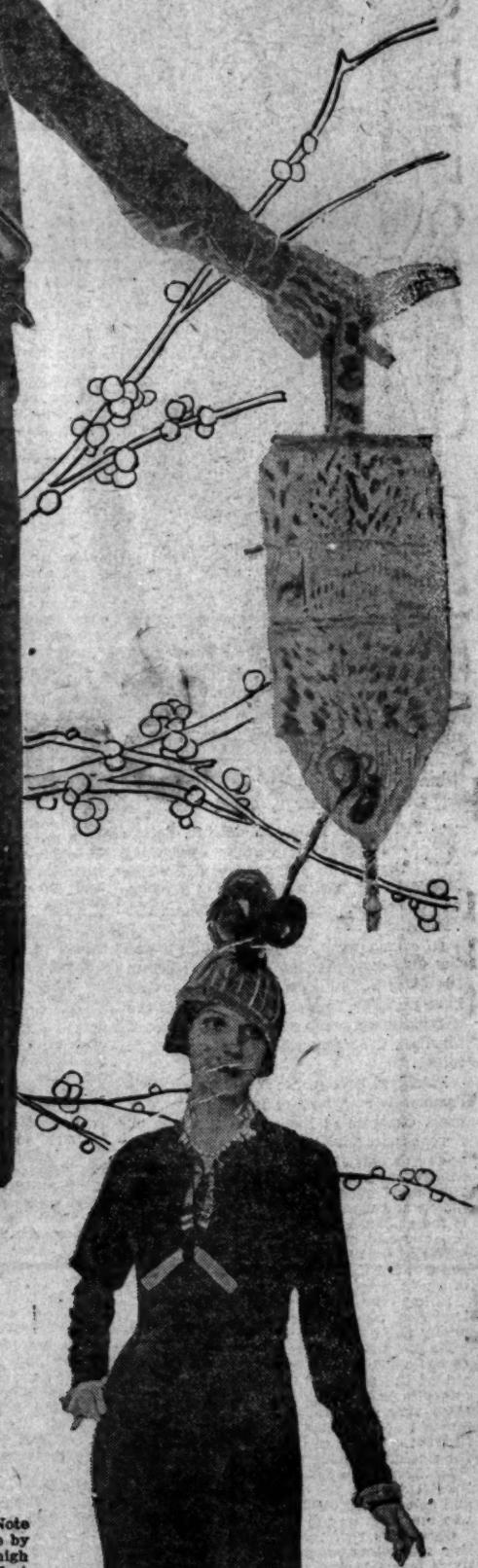
By Lady Duff-Gordon



The Looking Back Gown of Taupe Velvet with Sable Trimmings.



The "Beware" Robe of Indigo Blue Velvet Trimmed with Leopard Skin



A Voice from the East, with the Three Oriental Touches in Panel, Neck Ribbon and Hat Trimming

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

THE group of three gowns which you see reproduced on this page I classify as "Best Beau" gowns because they are the last word in 1919 coquetry. All are afternoon gowns of the newest cuts and colors. The large left-hand figure I have called "Looking Back." It is of that shade which denotes to me the deeply thoughtful, often reminiscent, mood.

Once there was in your country a popular song through which pulsed the ache of longing for what had been and "could never be." It was called "In-the-Glooming." To me the taupe always suggests such mood. Unless relieved by masses of cheerful color it has upon me a distinctly depressing effect. While I am sensitive to colors, I have heard others speak of the same reaction to the color, which is like twilight among the clouds.

This afternoon costume of taupe colored velvet has a narrow, draped skirt with borders at neck and wrists of sable bands. Over the fur on the low neck opening falls a ruff of ecru lace. The diagonal belt and his girdle are of old blue velvet. A close black sash hat, with sloping brim, and a loosely massed black lace veil are worn with the "Looking Back" costume.

Of a distinctly different note is the gown shown on the upper middle figure, and which I have dubbed "Beware." A straight-line,

one-piece robe it is of indigo velvet. Note the coat-like arrangement in front made by diagonal slashing of the sides and a high belt of medium width. The pocket-like effect is also novel. The high collar and the cuffs of the long sleeves are of straight pieces of leopard skin. The buff silk lining is revealed at the slashed sides and by the loosely hanging pockets and the slightly turned back sides formed by the seams in the lower part of the sleeve. The hat is of leopard skin, as are the bands which trim the bag of old blue silk. The smartness of the bag is enhanced by the tassel of copper bangles.

The third of the costumes of coquetry I have called the "Voice from the East." Chiefly built of blue-gray gabardine, it has rich touches of black. The upper part of the one-piece gown is of black taffeta, which meets the gabardine at the bust line. A narrow panel of blue serge embroidered with black smutche and finished with deep and heavy black silk fringe depends from the bust line, giving an Oriental semblance to the costume.

Slightly fitted in at the waist in repeated folds, the gown terminates in a narrow, slashed skirt. The sleeves are full and fashionably wrinkled. The neck is outlined by a flatly arranged ribbon of Oriental colors in brilliant diversity. The hat is of electric blue velvet, finished by cock's feathers of indigo blue.



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Spring Evening Gowns Airy And In More Delicate Colors

Less Metallic Brocade Used And Tendency Is Toward Reincarnation Of Watteau Modes, Modified

The season has been a prosperous one in evening gowns. No shop or dressmaker had cause for complaint. The world of women behaved exactly as prophets expected them to do.

There was a change in evening gowns during the first week in February which was significant of new ideas and inspiration, brought about by the opening of the American Riviera. One significant fact was that less metallic brocade was used than during January. Few, if any, velvet gowns were made. Heavy gold and silver net was not so lavishly used. The tendency was away from the mediaeval magnificence of those gowns that burst upon a new world after November 11.

It is probable that civilised society had not seen in five centuries the amount of splendid metallic fabrics on women that were worn from the middle of November until the middle of February. They were gorgeous enough in their workmanship and coloring to suggest ancient warfare, but in this era they were worn to proclaim peace. They were merely an expression of joyousness and independently of prosperity.

They were evening gowns with a price. No one indulged in them who had a small allowance. The condition seemed to the reporter of fashions strong evidence of a plentiful supply of money in the country when the revived social life was taken part in by those who were gowns made of such fabrics.

Whether or not next winter will be the time and place for a revival of these splendidly woven metallic cloths no one knows, or cares, unless there are those who have means as to the disposal of the fabrics left in their possession. The hour seems to have passed for these gowns. They will be temporarily laid aside, to meet whatever fate falls upon them when the next social comedy begins.

Naturally, the woman who possesses this type of frock will wear it. It is at the height of fashion. There is no cabal against it. The fact must be pointed out, however, that one who is ordering new evening frocks should not extend patronage to these splendid weaves.

Not Suitable For Spring Use

The gowns are not suitable for spring nights. They need the artificial warmth of winter, with its curtained windows, its brilliant lights, its exotic heat in the house. This is true of the heavy metallic brocades, mind you, but not of those soft exquisite silks that are placed upon the market and that make themselves most happily to the awaiting of the figure that fashion permits.

The Paris house of Calot has always chosen a few exquisite supple brocades to exploit every season. They were offered February and at August. There are times when American buyers rebel, against their splendor, but this rebellion does not affect the tradition of one of the most celebrated fashion houses in the world, and that is done last February was done this February.

Calot constantly shows a brocade that has a thread of silver through it, but this bit of bullion does not destroy the supple quality of the brocade. One sees a great deal of the Watteau color in these pink and blue brocades that may be the forerunner of pastel shades for evening wear. It is possible, you know, that the vivid coloring and intense brilliancy of the gowns we wear now, and have worn since the middle of November, may be substituted by the Watteau shades that are closely linked with the eighteenth century, and this subtle change may be what is occurring to evening clothes just now.

There are many reasons for this change in coloring. The world works itself into a fever over its desire for what the French call cathedral window colors, but which are associated in the public mind with all the pageantry of victorious war.

While the world gets obsessed about a certain color, it soon gets tired of it. Therefore, it is the psychological moment to bring in the gowns of coquetry, and these are best suggested by pink, blue, lavender, pale yellow and pale green. Spring, actual spring, will show.

Like Historical Pageant

Our clothes have been a heavy diet for three months. We have worn all the clashing symbols of power that have taken brave women to exploit some of the gowns that were created as leaders of fashion. Many an audience has looked like a stage group for a historical pageant.

Now, however, the world has revolted in these colors, has had to regard with approval a change to coquettish attire.

Those who are closely in touch with manufacturers and dressmakers have warned a world that did not listen of the coming of Watteau clothes and colors. They have insisted that it was

wise to buy one's new frocks in the tones that have been associated with femininity except during certain magnificent epochs of the world's progress.

There is a protest of course against certain of the pastel shades because they make women appear anaemic; they rob them of character; they reduce them to milk and water. If these washed out tones were determined upon for the season's output of evening gowns it would truly be a drastic and severe change from what we have worn since November, and not an agreeable one.

But the weavers and dyers have not been so short sighted as to create colors that are anaemic. One gets brilliancy and character in certain shades of pink, blue, and lavender, and as the French flag and the English rose are taken as models of new coloration one can easily grasp the fact that criticism will not be provoked.

Criticism On Ground Of Cost

There will be criticism of a certain kind concerning this abrupt change, if it comes to pass as prophesied. It is the criticism of the public of fashion. It will rage over the costs the people who institute new things, in place of old ones, in such rapid succession that the purse is well emptied if one attempts to match with the leaders.

One can claim clarity to the public on the part of the manufacturer or dressmaker. They are working for their living and they are doing the best they can to make a fortune out of it, and they take an immense pride each season in the clothes they offer.

Their argument is that the public will not buy unless something new is offered. The pessimists suggest that it would be wise to keep the public from buying new fashions. The manufacturers insist that money should be kept in circulation and women should be urged to spend it on new clothes.

One thing we are quite sure of this spring is that the introduction of light colorings will cause a large output of new gowns, with the exception of a public inclination toward the lighter shades of fabric as spring advances, and for this reason alone—a traditional one—the manufacturers have a leading argument in their favor.

The public, however, has always been disposed to discard the heavy and deep-colored clothes when spring bursts into full glory, and it does not care for the clash and clang of metallic threads and heavy ornaments when the thermometer gives gentle promise of what can be done with color. Additionally, there are conditions one to another. It is possible that the sum total will be the reinstatement into fashion of rose pink, light blue, Nile green and the lavender or heliotrope. Such were the clothes of the gay, light hearted eighteenth century.

Straight Lines, Not Pincers

There is no coquetry in dress without the use of roses and ribbon. The eighteenth century knew that full well. Today, however, accessories are revived.

They are used to create lines on the surface of the gown. Lines are made of satin, of crystals, of panno, velvet. They are swung around the deepest armholes, they outline an apron effect. They are dropped from waist to ankles in straight lines to accentuate the lines of the skirt drapery. They swing from one hip across the front and up to the end of the spine. They are placed across the front of the bodice like the modern Sam Browne belt, which is merely an adaptation of the sash of ancient Europe to indicate military rank. So many forms.

The field of ribbon is so wide that it is not possible to outline it in small space. Entire gowns are made of new ribbons. Bodices are built of them to go with tulip skirts. Culrass ribbons are made of them to wear under tulip skirts with cloth or crepe de chine skirts.

There is no diminution in the employment of metallic threads in these new ribbons. Some of them are made of gold and silver.

The coloration is stamped upon them as a design or woven in the threads.

When the average mind thinks of bullion effects it thinks of them as heavy and unwieldy, but the display of them in these new ribbons should be seen to get that impression corrected. One yard of the new ribbon would justify any gown's existence.

high at the back and with the material high on the shoulders. If you pay strict attention to new gowns you will see that the shoulder strap has given place to drapery and that the material of which this drapery is formed reaches nearly to the base of the neck at the sides, even when it is low in the back.

This drapery is transparent, but as an indicator of a new movement in fashions it should be regarded as expressing importance. The woman whose shoulder draperies slip off the shoulder and over the top of the arm is entirely out of the picture this spring. Her whole effort should be to keep her shoulder draperies snug and tight, fitting them into that curve that comes into every shoulder just before it joins the neck.

This drapery is transparent, and therefore there is no fault of bulkiness to correct. It is often edged with galloon of crystals or metallic embroidery, so that it presents a kinship to the shoulder strap that has disappeared.

Another feature connected with the decolletage of the eighteenth century which is returned to fashion today is the tightened folds of the bodice as the waist goes around the figure.

This bodice may be low, but it has the drawstring effect of a corset which was significant of feminine apparel at Marie Antoinette's court. No looseness at the top of the bodice is permissible. It must not sag, and must not cut so low under the bust in the fashion that has come in the last five years. It pulls in the figure until it is reduced to its smallest possible proportion.

The Coquetry Of Ribbons

There is no coquetry in dress without the use of roses and ribbon. The eighteenth century knew that full well.

Ribbons are used to create lines on the surface of the gown. Lines are made of satin, of crystals, of panno, velvet. They are swung around the deepest armholes, they outline an apron effect. They are dropped from waist to ankles in straight lines to accentuate the lines of the skirt drapery. They swing from one hip across the front and up to the end of the spine. They are placed across the front of the bodice like the modern Sam Browne belt, which is merely an adaptation of the sash of ancient Europe to indicate military rank. So many forms.

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When My Boy Comes

Home

By MIMOSA

Wrinkles and Grey Hair Must Disappear

Two years can make a great change in a woman's appearance at any time, but two years of worries often add ten years to one's appearance. This was the case with Gladys Summers, who had aged tremendously, little lines and wrinkles had formed round her eyes, and deep lines around the mouth, and her hair had become tinged with grey. In fact, she was in despair as to what the man who had left her looking so young and fit would think of her when he returned.

Six Weeks to Effect a Transformation

When she came to confide her troubles to me she had just six weeks in which to improve herself, for by that time he was due home.

Six weeks isn't long, but I felt sure that if she really tried she could make a very great improvement.

Removing the Wrinkles

To smooth out the wrinkles Gladys had a little pure mercurio wax, and rub it gently into her face and neck every night, keeping it on the skin for a few minutes and rubbing it off in an upward and outward direction. Mercurio wax has the effect of gently and imperceptibly peeling off all the dead skin, and with it the lines and wrinkles, which, as you probably know, are only on the outer skin and not beneath it as so many people think. Every night the wax was applied evenly all over the face, and gradually the old skin and the wrinkles disappeared, and the fresh young complexion underneath soon became apparent, soft, smooth, and clear.

Restoring the Grey Hair

Hair dyes are an abomination; Gladys and I were both agreed on that point, and what was far more important she was dreadfully afraid that if she used a dye, the colour might not be quite the same as her own, and that her husband would notice the difference.

I advised her to get two ounces of tannin, and to use it regularly for a week. The tannin should be mixed with three ounces of Bay rum, and applied to the roots with a small sponge.

Once a fortnight I told her she must shampoo her hair, so as to keep it in good condition, and for this she used a dessert-spoonful of stalla dissolved in warm water. After a stalla shampoo it is not necessary to rinse the hair, as the hair is left soft and silky with a natural wave, which is most pleasing.

The Finishing Touches

Instead of using powder Gladys got an ounce of clemantine and dissolved it in water. This she dabbed over her face and neck, and allowed it to dry on the skin, while to give a slight colour to the cheeks, she applied a little collodium with a small sponge. Collodium is quite unique, as it cannot be detected, and in the atmosphere of the room grows warmer so the colour deepens slightly giving an absolutely natural appearance.

You have heard of

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seen it often, no doubt;

But do you know how different it is from any cream you ever used? Do you realize that it does for your skin something that no cold cream can do?

Whenever your skin feels dry or drawn, or your face shows fatigue, you will find an application of Pond's Vanishing Cream remarkably refreshing. Entirely free from oil and absolutely greaseless, it lies cool and smooth on the skin for an instant, then vanishes.

People with oily skin should never use an oil cream

The famous skin specialist, Dr. William Allen Pusey, says that people with coarse pores and large fat glands should avoid fatty toilet preparations. If your skin is inclined to be coarse-pored and too oily, you will find Pond's Vanishing Cream ideally suited to your skin.

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AUTOMOBILES

SHANGHAI, SUNDAY, APRIL 20, 1919

AERO MAGNETO PROVES STRONG MOTOR FAVORITE

More Than 85 Percent Of Engines At Show Have This Sort Of Product

New York, March 9.—In going through the aeronautical show with Capt. Eddie Rickenbacker and speaking casually of the ignition equipment, the startling fact became evident that of all the engines at the show, foreign and American, fully 85 percent or 130 out of 152, are fitted with the Spaldorf Aero magneto.

Ordinarily such a compliment to an American product would go by with not quite so much notice, but when it is recalled that the foreign engineers are traditionally seekers for the best made in so important a unit as an ignition instrument, the predominance of the American magneto is doubly complimentary.

In no other branch of automotive service is dependability of ignition so vital as in aviation. When an aviator skims through the sky swooping downward toward the earth in a dizzy dive, or shoots aloft in a steep climb, he and his machine are one. Every difficult aerial maneuver, every daring "stunt" seems mere child's play to this perfectly co-ordinated combination.

Yet should the ignition suddenly fail on one of these death-defying dips, it might cost the aviator his life and smash the plane into a crumpled mass of wreckage. Or if the aviator is climbing, ignition failure will force him to turn the nose of his machine down and volplane to earth, hoping to make a safe landing. If he is not quick enough in starting to volplane downward, his machine is likely to slip into a tail spin with probably disastrous consequence to both pilot and plane.

As one of the American aces put it in discussing the importance of a reliable type of ignition system, from the aviator's point of view: "A plane or 'ship' as we usually call them, is a very different matter from

a flivver, a truck, tractor or even a motor boat, in regard to ignition. If your spark goes back on you when you're up where there's nothing to see, you can't step out on a cloud and Unkar with your engine till it runs smoothly again. No sir! Those clouds don't help at all as fates of safety for aviators! That's why airplane ignition has got to be the very best and most reliable obtainable. The pilot's life actually depends on it."

America had not been in the world war long before its aviators had proved the truth of these statements. The Government called to its aid the leading manufacturers of ignition equipment, the need for reliability making the development of magneto for airplane engines essential.

The work done by these manufacturers and their engines constitutes one of the most valuable technical contributions toward winning the war. One of these companies, the Spaldorf Electrical Company of Newark, N. J., developed a new standardized type of magneto, known as the Aero type Dixie, which by means of sixteen interchangeable parts may be converted in a short time from a magneto for any one of the important types of airplane engines into an instrument for an entirely different type of power plant.

The Spaldorf company also improved its standard line of Dixie magneto by simplification of parts and adjustment, so that a screw driver is the only tool required to make almost any change or adjustment.

So important and valuable were the improvements introduced into the Dixie magneto for airplane ignition that the Spaldorf company incorporated them in the Aero type magneto, made for automobile engines and other automotive applications requiring high efficiency, a hot, clean, positive spark and strong durable construction.

The Aero type magneto differs from the other Dixie instruments in that they are sturdier throughout, having extra large platinum points, use a single square carbon brush, have American distributor blocks and Micarta gears and finally they are unidirectional. This latter means that they are so arranged that after each spark is created, an idle lobe follows the active one which caused the spark. This idle lobe severs all stray lines of magneto flux so that as the next lobe swings around to create the next spark its path is entirely free from these stray lines of flux. The Aero type magneto are

khaki colored instead of black. Americana is the special rubber composition developed by the Spaldorf company to meet the need for an unusually efficient insulating material.

The Micarta gears, made of im-

pregnated layers of cloth, compressed under powerful hydraulic presses, are used for two purposes, quiet operation and long life.

The war has brought out many inventions and improvements that are

destined to be useful to mankind in the peaceful years ahead and none of them will prove of greater benefit than the improvement in automotive ignition equipment, as exemplified in the new Dixie magneto models.

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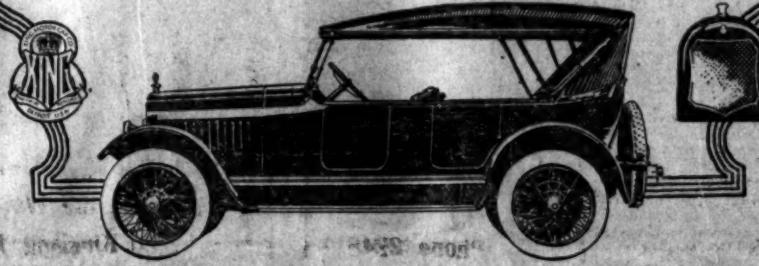
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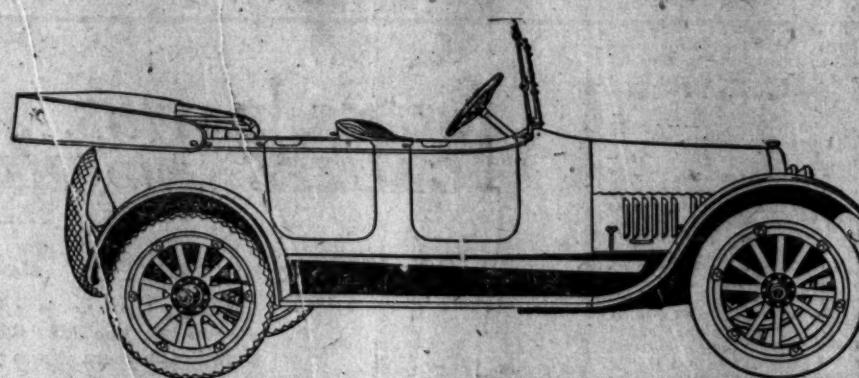
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General Optimism Responsible
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Says Goodrich Official

"The open winter this year is having a big effect on the automobile business here," says H. J. Morehead, manager of the New York branch of the E. P. Goodrich Rubber Company.

"The tire business is keeping up without a single let down. Usually this time of year is exceptionally slow in our line."

"Open winter conditions, especially as contrasted with last year, have kept a big proportion of automobiles running. I have noticed more cross State touring this winter than ever before in the history of the motor car industry. Of course, this is directly due to the absence of snow-bound highways. We all remember that during December, January and February of last year there were very few days the roads were not clogged with snow, ice and slush."

"Just how long this condition will continue cannot be predicted, but every day that passes is a day nearer spring and dealers in cars, tires and accessories are rolling up sales totals never before heard of in winter."

"During the past year when war restrictions caused an enormous depression in the automobile industry, the big majority of motorists economised in gasoline and tires to the very limit. The patriotism of the American motorist asserted itself emphatically."

"Now conditions are different. In my opinion there would be double the touring during 1919 than there was last year even with no new cars—with the 5,000,000 now registered. But, of course, there will be well over 1,000,000 new cars manufactured during 1919."

"There's nothing to stop the motorizing public this year. Peace has lifted the lid. Car owners intend to make up for lost time, and the roads will be crowded with touring from early spring until late fall."

"Another feature having a tremendous bearing on the increase in automobile riding this winter is the return of hundreds of New York city soldiers from over seas and American camps. Many of these young men drive either their own or their 'governor's' car. I believe a young man between 20 and 30 years of age will drive at least three times as much as an older motorist. Touring suffered a big setback last summer because of thousands of former car drivers being in the American Army. We are coming in contact with an ever increasing number of returned soldiers in the sale of tires and in tire repair work."

Delivering Cars Across The Alps

On the top of the pass of Montgenèvre, between France and Italy, there is a massive stone column commemorating the passage of Napoleon's armies over the Alps into Italy. If any similar monument were erected to commemorate the war of 1914-1918, it should be placed on the top of Mont Cenis, by the side of the road which acted as the main communication between the two countries.

The importance of these roads over the Alps has never been fully realised by the general public. Between France and Italy there are two rail-road lines, one going through Mont Cenis, and the other crossing the frontier at Vintimille, near the shores of the Mediterranean. The Simplon pass, going through Switzerland, could not be used for Allied war traffic. Thus practically all our traffic with Italy and by the overland route to Salonica and Egypt had to be by way of the Mont Cenis pass.

As this line was altogether inadequate to meet war requirements, steps were taken to use the roads as much as possible. Very early in the war it became an important supplier of motor vehicles to the Allies, particularly the French armies. Most of these cars and lorries were delivered by road over the Alps. The Fiat Company, as the most important of the Italian suppliers, ran regular and daily convoys of 30 to 60 cars or lorries from Turin over the Mont Cenis pass to Modane, on the Italian side of the Alps. The distance from Turin to Modane is only 30 miles but 21 miles are steady climbing, and the altitude attained is about 7,000 feet. One set of drivers was kept exclusively on this work, and as the men were thoroughly experienced and well acquainted with the roads, some thousands of cars were delivered over the Alps notwithstanding the exceedingly difficult nature of the country.

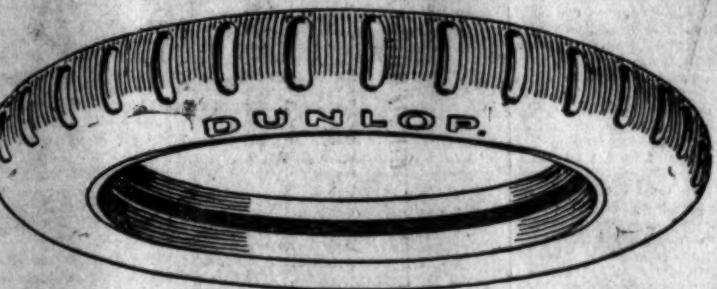
At one of the forts at Modane the French army maintained a staff of officers and men who received the Fiat motor vehicles brought in by road, and subsequently drove them to Lyons, 130 miles away, where they were fully equipped and sent to the front. Before being despatched from Turin all these motor lorries had been examined and tested by officers of the French army. The trip over the mountains constituted an additional test of a really severe character. As a further precaution the Fiat Company maintained a staff of mechanics at Modane to carry out any adjustments or repairs which might have become necessary as the result of this trip by road.

Usually from the end of November to the month of May all the better roads over the Alps are snowed up. The authorities realised that they could not allow these roads to be lost to them, and during the winter of 1916-1917 they put several thousand

**Soldiers Will Boost
Good Roads In U.S.**

"There will be a couple of million real good roads boosters back in the United States when our boys come home," says Colonel R. A. Tyndall of the 159th U. S. Field Artillery in a recent letter from France. "I think all of the men over here appreciate how good roads can be made invaluable. To my mind there is no doubt that the good roads of France saved her in two instances."

"I here seen movements of troops made in the dark which would have been impossible in any other country than France. Here the roadmakers have scientifically planted trees that absorb drainage, the side of the road and at the same time shelter the highways so as to keep them just moist enough."



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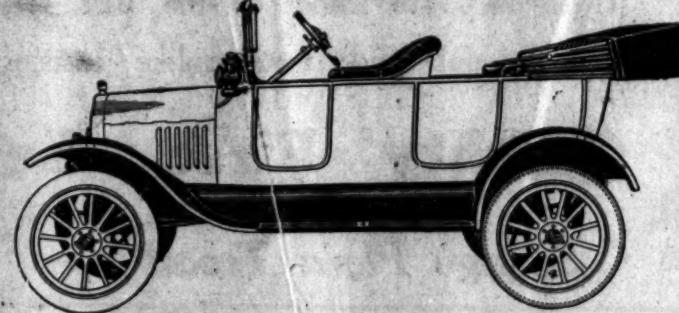
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Modernising Old Cars

Motorists whose cars give complete satisfaction so far as running performance goes, but who are dissatisfied because of the obsolete appearance of the body should remember that while there is a good chassis it always is possible to get an up-to-date body. Just because the body lines are not in accordance with present fashions is no reason for throwing the car into the discard, for in these days a car as much as six years old can be rebuilt into one giving every indication of being of recent manufacture. A new art, we might say, has come into being, which makes it possible to renew an old body with some of the materials or build an entirely new one along totally different lines and of different size and shape from the old one. In fact, there are concerns which make a specialty of rebuilding old cars and some of their handiwork rolls on the streets in the guise of the newest thing in bodies.

An owner who is clever and handy with tools, who has done some wood work, can redesign an old body or construct a new one without any assistance. The owner should appreciate that no matter what make of car he now has "no matter how old it is or what it looks like, he can, at nominal expense, have it made up to a type fulfilling his every requirement of beauty and utility. The cost will naturally vary, with the size of the body, the materials used and the time required to do the work, but as an illustration of what can be done a speedster, for let us say a Dodge chassis, can be made for from \$300 upwards. A fairly well-constructed one may be had for about \$450.

A point that should be remembered before we go into some of the details of the construction work is that it is possible to use any part of the old body (we include hood, radiator and fenders with the body). If the owner likes the present radiator and hood or if he does not wish to change the tonneau, these parts may be retained and the new body worked into the old one. It is possible to do almost any conceivable reconstructing, going so far as to make a closed car out of an open one and vice versa while using some of the actual materials of the old body.

Before any thought is given to a change of body or body design, the owner must make certain that the chassis is good enough to warrant the expenditure of more money. It is certainly clear that a worn out chassis is a bad buy and likely to go to pieces in four months. It is not worth more than junk. Again, there are some old chassis which are junked when they might just as well be repaired and refitted and made into serviceable and attractive cars.

There is another point which must not be overlooked and that is that the chassis may be altered in length to suit requirements. In some cases the owner is dissatisfied with the body because of its extreme length as compared with other dimensions but finds that the chassis wheelbase is long and a smaller body would look out of place. A mechanic can shorten the wheelbase a few inches; in fact, as much as twenty in some cases. This is done by cutting out a frame section, a portion of the propeller shaft and other parts that extend from transmission to axle. The parts are then welded together.

It is obviously an endless task to go into details of the actual method of construction of different types of bodies, but it is thought that the suggestions here given for one type will give one a good idea of the way the design and work is carried out. Briefly here is the way the body designer begins. He conceives a body and makes a sketch of it, or he gets a picture of a body and redraws to suit the individual case. Then with the plan before him he starts the actual work. Or if the designer is asked to make a certain body for a certain chassis and has not the chassis in his shop, he must either get all detail dimensions and hunt for the exact chassis in order to make his measurements of frame length, frame width, etc. Charles Schutte, of Lancaster, Pa., for example, a redesigner and builder, hardly ever sees the owner's actual vehicle, for very often the owner is thousands of miles away. The owner may have a 1912 Lozier in which case such a car must be found in the vicinity in order that measurements may be made.

The start always is made with the radiator, and after its height, width and shape are determined upon, the

whole body may be designed from it. Briefly, a cardboard or wooden dummy radiator is made and mounted on the chassis or new sills, and then cardboard hood and cowl worked from it, the distances being made to suit. All work is done from two sills and after a wood framework has been built to the dimensions required the whole is covered with sheet metal.

A Military Sport Model

In a Military Sport model first two body sills are cut out in the rough and a temporary dash attached at the front end. A wooden pattern of the radiator to be used, whether an old one or a new one, is next framed up and placed on a trestle at the same distance away from the dash as it would be if on the car itself. Straight edges are then used to determine the slope of the new hood, the length of the cowl and the width of the body. A cowl with a width of eighteen inches and a height of twenty-eight inches from the floor of the body makes good proportions. The car is then decided upon the location of the back of the seat. This length depends on the height of the person for whom the body is being built. If a small person, it must be placed further toward the back end. An average length of forty-four inches is rather good. The position of the door is next located, as doors may vary in width from nineteen inches to twenty-two inches. The door posts should be about three inches wide in order to secure rugged construction. The door is placed in such a way that it readily gives easy ingress and egress for passengers, but at the same time comes as nearly as possible in the center of the body proper. We are now ready to go ahead and frame up the body, being careful to keep the height of the seat back, over than the height of the cowl. After this is completed the gasoline tank base is made as a separate unit as is also the trunk in the rear. It is important that the top of the tank should not be higher than the top of the seat back. The sides of the tank are made to correspond to the incline at which the seat back is made to tilt. About three inches is allowed between the bottom of the tank base and the bottom of the tank base, the same holding good for the distance between the tank base and the trunk. Whatever space remains between the tank base and the end of body is utilized for a trunk. About two inches are allowed between the trunk and the end of the frame and the trunk is made to line up with the tank and tank base. The height must be kept low considerably lower than the top of the tank in order to look well, twelve inches being about the right distance. The trunk is then shellacked, softly padded and covered with either to match the upholstering.

All joints are glued and screwed. Only the finest hardwoods and clean dry lumber should be used for this work. The whole outer surface must be rounded and smoothed up before any attempt is made to stretch on the metal. The metal is first stretched over the cowl, then around the sides and lastly across the back. In putting the metal on a body of this shape, whether steel or aluminum is used, a mechanic can make use of all the skill he possesses. If a good job is to be done, a heavy roll of leather should run around the whole upper edge of the body and cover up the space when the metal is turned over and nailed down.—From Motor.

Ford To Build Cars At G. \$250 Apiece In Huge New Plant

Says 'Cheap Car' Plan Was
Forced By Court Orders That
He Divide G.\$19,000,000

Detroit, March 11.—"I am free, white and over twenty-one," declared Henry Ford today, "and I don't know of any contract which will prevent me from doing what I desire in the way of spending my money to build \$250 automobiles."

Mr. Ford said he was forced into building a new car by the decision of the courts, compelling the distribution of \$19,000,000 in Ford motor dividends. In this connection he asserted:

"This isn't a spite affair. I was forced into it by the minority stock-

holders when the courts upheld their demands for increased divisions of the Ford dividends. I, of course, received many millions of dollars which have to be put to some productive use. I couldn't give them away or throw them away, so I decided to build a new type of car.

"In the ordinary course of events, I would have changed the type of car in the present Ford plant. If let alone, I would have gone ahead, but as events turned out, I decided to go ahead on my own hook with partners who work as I do.

The present Ford Motor Company employs about 50,000 in the actual manufacture of its cars. Our new company will offer employment to about 200,000.

"The decision of the court which decided this undertaking is one of the best things that could possibly have happened. It means much good for the people. The recent court ruling, which apparently is wrong, will result in the public getting a better car, a cheaper car, and one more fully up to date than those now on the market."

VALUE WILL ALWAYS TELL, SAYS MITCHELL CO. HEAD

"It is only a question of value for the money," said President George Stow, of the Mitchell Motor Company, New York, when questioned about the success of the new Mitchell Victory Model at the recent auto show.

"Eighteen months ago we decided that one way to put the Mitchell on

the map at the head of its class was to give the buyer an unheard of value for his money. We did it, and the result is this stampede to the new Victory Model.

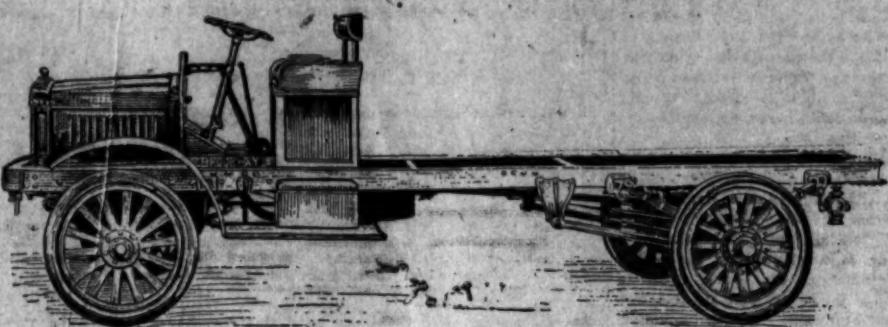
"By the greatest value, I don't mean the biggest car or the shiniest car for the money. A long wheel-base and a coat of shiny paint are easy and cheap to turn out. But the public isn't fooled long and soon learns what's under the paint.

"The car that has endurance, in chassis and body, the car that has economy, that has ease of handling and comfort of riding—such a car at a reasonable price is what I consider good value. We have built that kind of a car in the new Mitchell Six. And after it was all built, tested and finally approved as being the best car we know how to turn out, then—and not before—we sat down and figured out the cost. The narrowest margin which sound business would permit was added to the cost and as a result we have a degree of value for the money that is unique in my experience.

"Human nature is human nature," concluded Mr. Stow, "whether you are merchandising buttons or battleships. People will go to the shop where they can get the most for their money just as easily as water for its own level. They get the most for their money—higher value—in the new Victory Model, so after all it isn't surprising that it is the preferred car at the show this year."



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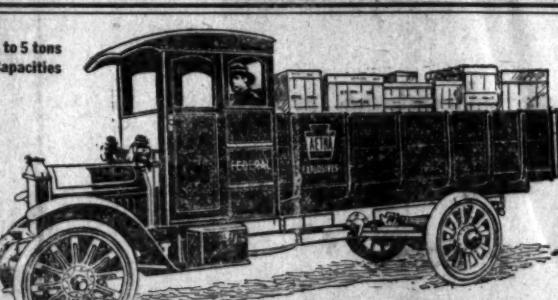
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The New Buick Six Models

All Buick models for 1919, known as the H series, are mounted on the same type of six-cylinder chassis which shows some interesting improvements over previous designs, though the fundamental structure is the same as before and has been for some time past. There are two lengths of chassis—118 and 124 inches. The line consists of:

Model Body and Capacity Wheel

H-44 Three-passenger open ... 118
H-45 Five-passenger touring ... 118
H-46 Four-passenger coupe ... 118
H-47 Five-passenger sedan ... 118
H-48 Seven-passenger touring ... 124
H-49 Seven-passenger sedan ... 124

Briefly, the chassis consists of a block-cast six-cylinder 3½ by 4½ engine, using Delco ignition and starting and lighting, a dry disc clutch and three-speed transmission, tubular shaft with one joint, a driving enclosed and driving a floating axle.

The engine is block-cast design, pump cooled and oiled by splash and pressure. The camshaft on the right operates vertical rods which control the valve operating rockers. A number of improvements have been made in the engine as follows:

The valve lifters, spacers and pins have been made larger which will reduce wear. A tension spring has been placed in the valve lifter to keep the roller on the cam constantly. This relieves valve seating of all work except rotation of the valves.

The rocker arm brackets are designed so that one bracket serves two cylinders and carries four rocker arms. Each bracket has been strengthened to eliminate vibration. The rocker arm pins are large hollow pins filled with grease and form an oil well which lubricates the rocker arm bushings and push rod ball ends; there are two pins and one filling plug to each bracket.

The valve mechanism is automatically lubricated and is covered with dust-proof covers. The oil pump is provided with a friction drive gear which prevents breakage due to freezing and in front the pump is mounted and it starts a flow of oil.

The oil pump screen is provided with a steel shell inside of the screen and is fastened at the top to the screen and at the bottom to the pump cover, which prevents any foreign substance from finding its way into the oiling system.

A pressure gauge is provided instead of oil sight gauge, which eliminates pumping the oil from the motor to dash and return which also prevents the pipes from becoming clogged and freezing. The feature of this design is that all the pipes enclosed in the lower half and there are no small restrictions in the pipe line to become clogged. A check valve is placed in the pipe line to insure proper regulation on oil pressure gauge.

The oil level gauge which consists of a graduated measuring bar or stick which extends into the oil reservoir. In order to determine the correct depth of oil the stick is withdrawn, wiped clean and reinserted to give correct reading.

Instead of a flexible tube between the exhaust pipe and converter permanent fittings have been provided, using steel tubing and sealing all joints. A flexible tube has been added

Buick Six Specifications

Cylinders ... Six, in block
Bore and Stroke ... 3½ by 4½
Valves ... In-the-head
Electrical equipment ... Delco
Clutch ... Multiple, dry disc
Transmission ... Three-speed
Wheelbase ... 118 and 124 inches
Tires ... 33 by 4 and 34 by 4½

to the bottom of the carburetor to carry off exhaust gas from the manifold. A drain has been provided in the main bearing fitting to control heat that has been put on a automobile in some time.

No important change has been made in the disc clutch but the transmission there now is a filler hole on the left side which does not interfere with the battery.

In the rear end, grease cup extension has been modified on the brake camshaft so that bearings can be cleaned from rear of car.

The spring seat bearing on right has been increased and spring seat anchor block has been enlarged and more securely fastened to the body.

The length of the cantilever rear springs has been increased two inches and the center trunnion support block has been offset which makes rear half of spring twenty-one inches long and forward half twenty-seven inches long. The feature of this is that it allows the rear end of the car to be dropped 1½ inches and greatly improves the riding qualities of car.

In addition to those changes made numerous others are seen in the new Buick models, including a new design of radiator cap, the body and hood ornament have been fastened, detail alterations have been made in the fenders and fender irons; there is a new style top on all models with plate glass in rear curtain; on the H-49 tool compartment is provided under right side of cow. The muffler cutout has been eliminated and the length of the muffler has been increased four inches, all joints are asbestos packed to eliminate all leaks and makes a very quiet muffler.

The accelerator pedal has been changed to button type with foot rest which reduces the opening in foot board and prevents overshooting.

The battery provided is a U. S. L. type H-D 3-13-C which is 10% larger than the Exide 3-12-1. This gives better starting ability and more especially for cold weather its test shown at zero temperature its performance is 73 percent more efficient. The larger capacity battery has been increased four inches, all joints are asbestos packed to eliminate all leaks and makes a very quiet muffler.

The new type rim has been adopted with diagonal split and provided with a lock. The feature of this rim is that it has all of the advantages of a continuous rim and the diagonal split allows it to be operated without a tire tool.

Seat, door and body detail changes have been made in practically every model.

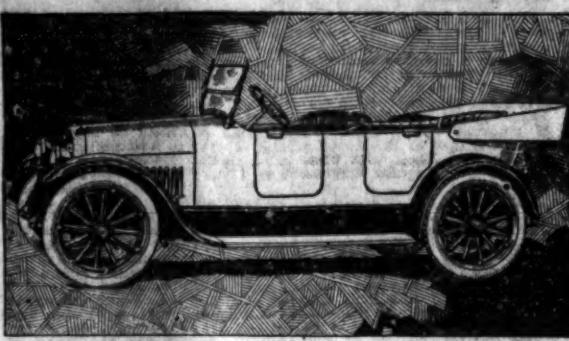
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ECONOMICAL to buy and maintain, BIG ENOUGH for the whole family, AMPLY POWERFUL, thoroughly up-to-date DESIRABLE FROM EVERY ANGLE

It is distinguished from the ordinary low-priced car by many features. Note how the metal of the bodies, for example, is built over hard-wood frames. Yet the car is so well designed and made of such excellent material that it is very light—it is perfectly balanced with consequently low gasoline and tire expense.

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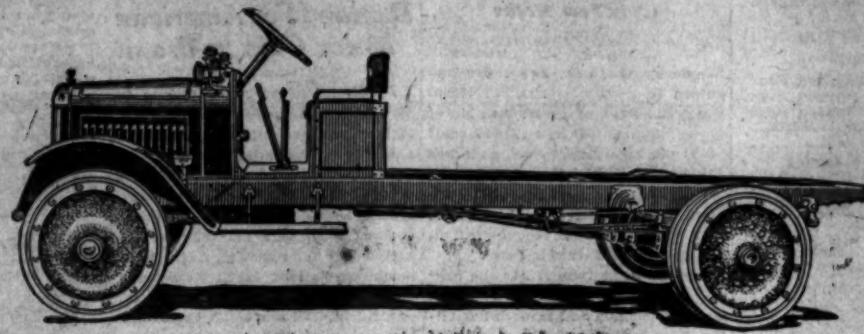
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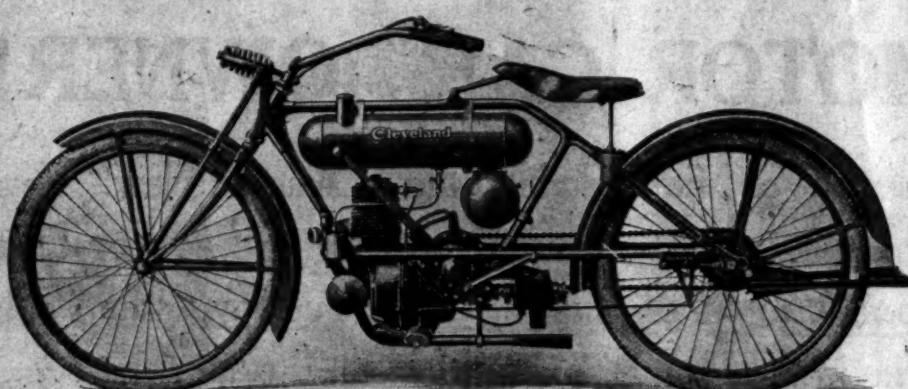
We would like the opportunity of telling you more about this remarkable Republic record.

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THE CLEVELAND MOTORCYCLE

Essentially a war time vehicle. Embodying those principles of design that provide the utmost efficiency in performance, and economy of operation. The Model represents four years of concentrated engineering efforts, standardization of parts and refinement of construction. It is saving time for busy men everywhere, and conserving fuel for fighters over there. Built to give service—and does it. The CLEVELAND is the *only* motorcycle employing straight-line worm-drive for transmission of power from engine to rear

wheel—an exclusive, protected feature. The simplified, sturdy design of the CLEVELAND, its lightweight mobile qualities, and extremely long mileage on fuel, form a permanent solution to the transportation problem.

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The CLEVELAND is in every respect the universal Motorcycle.

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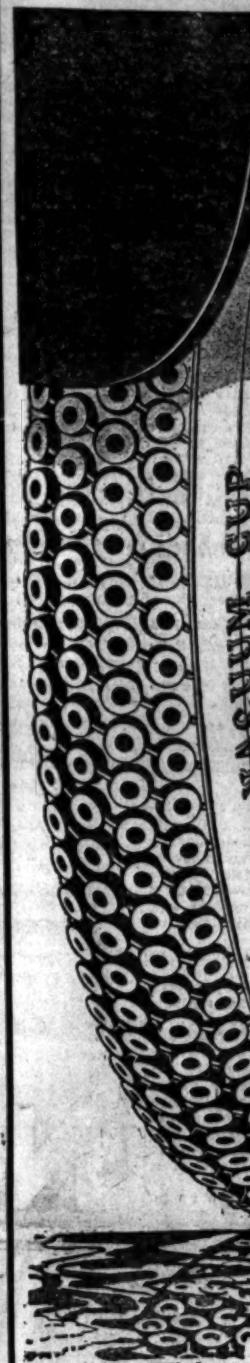


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Every new mile of hard, smooth pavement increases the necessity for

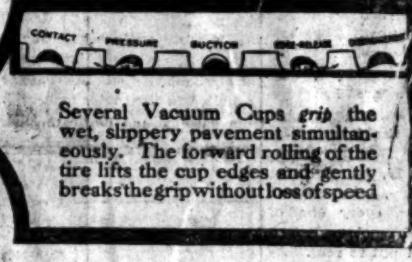
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For on such pavements—hazardous, treacherous when wet or greasy—the heavy Vacuum Cups are guaranteed not to skid, else tires returnable at purchase price, after reasonable trial—a riding safety guaranteed by no other make of tires.

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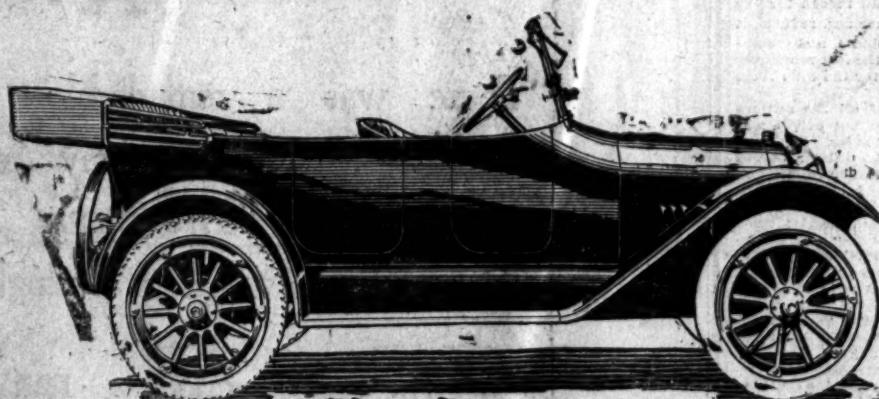
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Several Vacuum Cups grip the wet, slippery pavement simultaneously. The forward rolling of the tire lifts the cup edges and gently breaks the grip without loss of speed.

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Models F. A. and 490



LOW FIRST COST

combined with its low cost of upkeep, makes the

CHEVROLET
THE IDEAL CAR

Demonstrations from the
SOLE AGENTS

The Klauber Trading Corporation

21, Foochow Road, Shanghai



THE KLAUBER TRADING CORPORATION

'The Fastest Car In The World'

In the gathering dusk of February 17, Ralph De Palma drove off Daytona Beach with every official world's record for speed on a straightaway course trailing at the rear axle of his aviation-motored Packard. The intrepid Italian and his special Twin Six were the undisputed masters of the speedways of the world.

Every mark for every distance from the kilometer (five-eighths of a mile) to 20 miles, records that had been established on Daytona sands by the proudest of foreign cars and that had remained intact for as long as twelve years, fell before the onrush of De Palma and Packard in a series of official trials conducted under the observation of the A. A. A.

The prize record to fall before the prowess of De Palma and his Twin Six was that for the mile from flying start. "Wild Bob" Burman, driving a German Blitz Benz, on April 23, 1911, set up the mark of 21.40 seconds for the mile. On the very first of his official runs, Wednesday, February 12, De Palma lowered the time for the mile to 24.02. His long, low, cream-colored Packard covered the distance at a rate of 14.87 miles per hour, as against the German pace of 14.72.

In capturing the laurels for the mile, De Palma also set a new record for the kilometer. Burman and the Blitz Benz had traveled the five-eighths of a mile in 15.88 seconds. De Palma and the Packard flashed over the distance in 14.86 seconds—a speed of 150 miles per hour, the fastest that man ever has traveled in a propeller vehicle.

They say that when Burman rode his wonderful race, eight years before, he bumped and thumped and leaped along the beach in a terrifying, perilous dash. In remarkable contrast, testifying to both engine development in recent years and to body-design development learned mostly from airplane practice during the Great War, De Palma rode as smoothly as if in a limousine on a boulevard.

There was a high, tenor singing of the twelve cylinders as he approached, a flash of sunlight along the yellow sands of the beach, and a great roar ascending as he disappeared down the course. That was all there was to be seen and heard. He himself felt no jar, and only momentarily, at widely spaced intervals, experienced any sideways.

The records for the longer distances fell fast in the succeeding trials. On February 14, the marks for the two-, three-, four-, five-, ten- and twenty-mile courses, every one of them a German or French or Italian possession, were all put to rout. As the distances lengthened, the effective superiority of the Twin Six was more and more emphatically demonstrated, until the margins between old records and new were gaps of three, four and five minutes.

On February 17 the new champion set up a mark of six minutes 48.75 seconds for fifteen miles, turned on his own 24-hour old record for the twenty-mile distance and reduced it by nearly half a minute, and crowned his efforts with the last remaining beach record, that for the mile from standing start.

Most dramatic of all the settings for the record-smashing drives was that for the "stunt" miles. Darkness was settling over the waters. Every moment brought the tide higher and narrowed the shelf of the beach to a ribbon-like strip. The Army officer at the electrical timing device stood at a tip-toe beside his instrument, straining his eyes through binoculars to watch the preparations at the starting mark. The headlights of a motor car selected to give a warning signal winked and flashed like semaphores. The full-throated roar of the great 12-cylinder motor floated down on the Northeast breeze—and was overtaken and passed by the fastest thing on wheels. In 38 and 83/100 seconds the spurt was over, and the last foreign-held record on Daytona sands was obsolete.

Those who stood with Fred Wagner at the starting line say there never was a more beautiful take-off. The great, clean-lined car did not leap. At the word, it moved away like a flash of electricity, and was out of sight. Not till the official and press cars with their cheering occupants came upon the beach did the group around the veteran starter know what had been done.

So, from dashes and stunts to sustained speed over twenty-mile courses, De Palma proved the worth of his car. All told, in the official trials and preliminary runs for the testing of the timing wires, he traveled more than 500 miles, with the aviation Twin Six working like a charm for a fraction of every mile. In one of the runs—the twenty mile—he had to give the official timer the benefit of all distance he overran the end of the ten-mile straightaway, when he doubled on his course, and that amounted to 792 yards.

Twelve thousand spectators, including representative motorists from all parts of the United States and Canada, witnessed the demonstration and agreed that it was the greatest motor show they ever saw. What they remarked on most, perhaps, was that this was no freak car, built for a flash performance, but a genuine automobile, of a power range never before known.

With the Daytona victories of February 12, 14 and 17, Packard gained possession of all speed records.



RALPH DE PALMA.

on both circular speedways and straight away courses, for all distances.

from one-fourth mile to 616 miles.

The same great engine with which De Palma established the new marks at Daytona had already taken down all world's records for circular track running over distances from one-fourth mile to ten miles, at Sheepshead Bay Speedway in 1917, with Willard A. Rader driving. Its smaller counterpart, the Packard "299," driven by De Palma, in 1917, did six hours continuous running at an average speed of 102.66 miles per hour.

The Packard "905" aviation motor with which De Palma made his Daytona records is a 12-cylinder, V-type engine of 905 cubic inches piston displacement and of 280 horse-power. It is not a Liberty motor, but a Packard predecessor of the Liberty, built before America declared war on Germany.

The special chassis in which it is installed is fashioned on the fuselage principles developed in aviation experience.

What the aircraft engineers term "vacuum drag" is reduced to a minimum—for example, the head-on resistance of the front axle is reduced nearly 100 pounds at top speed by the perfect streamlining of the body.

Chassis, engine and drive are matched in a combination that for ability, skill and charm are unequalled in the motoring world.

NEW WORLD'S RECORDS. (A. A. A. Official)

Kilometer	14.86 Seconds	Feb. 12, 1919	De Palma	Packard
Mile	24.02 Seconds	Feb. 12, 1919	De Palma	Packard
Two Miles	49.54 Seconds	Feb. 12, 1919	De Palma	Packard
Three Miles	1:15.04	Feb. 12, 1919	De Palma	Packard
Four Miles	1:39.77	Feb. 12, 1919	De Palma	Packard
Five Miles	2:45.58	Feb. 12, 1919	De Palma	Packard
Ten Miles	4:9.30	Feb. 12, 1919	De Palma	Packard
Fifteen Miles	6:48.75	Feb. 12, 1919	De Palma	Packard
Twenty Miles	8:54.20	Feb. 12, 1919	De Palma	Packard

Standing start 38.83 Seconds Feb. 17, 1919 De Palma Packard

FORMER WORLD'S RECORDS. (A. A. A. Official)

Kilometer	11.84 Seconds	April 22, 1911	Burman	Blitzen Benz
Mile	25.40 Seconds	April 22, 1911	Burman	Blitzen Benz
Two Miles	51.23 Seconds	April 22, 1911	Burman	Blitzen Benz
Three Miles	No Record			
Four Miles	No Record			
Five Miles	2:34.60	Jan. 24, 1906	Hemery	Darracq
Ten Miles	5:14.40	Mar. 24, 1909	Bruce-Brown	Blitzen Benz
Fifteen Miles	10:00.00	Jan. 29, 1906	Lancia	Fiat
Twenty Miles	13:11.92	Mar. 30, 1911	Burman	Bulek Bug

Mile from Standing start 40.53 Seconds Mar. 16, 1910 Oldfield Blitzen Benz

The following official records were established and are still held by Packard Model 1 Airplane Motored Car, known as the "299":

10 miles	5:17.4	1/4 mile	0:06.91
1 hour	110 miles	1/2 mile	0:13.94
2 hours	219 miles	1 kilometer	0:17.35
3 hours	320 miles	1 mile	0:28.76
4 hours	428 miles	2 miles	0:57.81
5 hours	527 miles	3 miles	1:26.61
6 hours	616 miles	4 miles	1:55.74
		5 miles	2:24.85
		10 miles	4:50.88

Below are the speedway records held by the Packard Model 2 Aircraft

succession are: construction and operation, steering and general chassis assembly, motor adjustments, inspection, general operation, etc. The growing interest shown by the drivers has been a revelation to the promoters of the school, for in the past, particularly during war time, the average driver was somewhat apathetic on the subject of truck upkeep.

Most of the students are entered in the truck national efficiency test which began February 1 and is to run through a while in order to cover all weather conditions and all phases of motor transportation.

In the designing of the Essex nothing in the way of comfort has been sacrificed to obtain more appearance. The beauty of the car comes from inherent qualities of fitness of line and high ideals of workmanship. The backs of the seats reach to the shoulders and the cushions are real seats—not just ledges. All of the levers and pedals are within easy reach, assuring comfort even on the longest tour.

In the past automobiles have been developed along two widely different lines. One has been toward a cheap light car. Economy of operation and

To counteract the effects of neglect and poor driving and at the same time to educate the truck driver to a higher standard of efficiency in operation, the Detroit branch of the Packard Company has instituted a truck school, open to drivers and prospective drivers of all makes of trucks.

The attendance has averaged over a hundred at each weekly meeting and at each session a subject previously announced on the season's program is covered thoroughly. A complete truck and all its parts are on display, and their care and functions are explained minutely by experienced service men, after which the students themselves ask questions or contribute information from their personal experience. Moving pictures showing the construction of trucks in the factory have been a feature of the entertainment.

Other subjects to be taken up in

Light Weight And High Quality Of The New Essex Please

Car Brought Out At Hudson Works Gains Wide Popularity In Few Weeks

In discussing the wonderful popularity the new Essex can had gained in a few weeks, President Harry S. Houpt, of the Hudson Motor Car Company, of New York, said: "It is not a surprise to me, as it was designed by the leading engineers of the Hudson factory to meet the demand of motorists for a high-grade car, light in weight, economical in upkeep and moderate in price.

"At the same time it has the easy riding qualities, the power for hills and acceleration and smooth flexibility of operation and the beauty of outline of the most costly cars on the market. The car is built at the Hudson factory in Detroit.

"The Essex is so sturdily constructed that it rides over the roughest roads with the smoothness of a car of much greater weight. The riding quality of an automobile is in the springs. Road inequalities are the same, no matter what may be the size, or 'length' of the car. The springs of the Essex are as long and as flexible and as carefully designed as are those used in larger and heavier cars and they give as good results.

"In the designing of the Essex nothing in the way of comfort has been sacrificed to obtain more appearance. The beauty of the car comes from inherent qualities of fitness of line and high ideals of workmanship. The backs of the seats reach to the shoulders and the cushions are real seats—not just ledges. All of the levers and pedals are within easy reach, assuring comfort even on the longest tour.

"In the past automobiles have been developed along two widely different lines. One has been toward a cheap light car. Economy of operation and

Imports of automobile accessories and tires were somewhat larger in 1917 than during the year preceding, whereas the receipts of motor cycles and solid tires for motor trucks decreased. In all these articles the United States supplied more than any other country."

Columbia Dry Batteries

Renowned for Faithful Service

If you need quick power for the ignition system of truck or tractor, lose no time in ordering Columbia Batteries. They'll renew the spark of life like a flash. For Columbia batteries are eager with power. Their energy flows from the moment they make things go.

Look for the Eagle Trade-Mark; it is a guarantee of efficiency and service.

Special attention is given to the all-important detail of packing for export.

The Farnesock Spring Clip Binding Post, shown with the illustration, is a Columbia feature that makes binding easier and faster. It is simply a matter of pressing down the spring and fastening the wire—no tools are needed.

Dealers—Immediate delivery can be made. Write for catalogues and special terms.

Address: American Type & Co., Ltd., 4 Yuen Ming Yuen Road, Shanghai, or direct from us.

National Carbon Co., Inc., Export Department, Cleveland, Ohio, U. S. A. Cable Address "Carbon Cleveland."

NATIONAL CARBON CO., INC., CLEVELAND, OHIO, U. S. A.

Phone: Superior 20-7000.

Telephone to West 1213 and 1202

THE

Shanghai Horse Bazaar & Motor Co., Ltd.

Established 1851

begs to inform its customers that a number of open and closed cars are now at their disposal for hire

CHARGE:

Four Dollars per Hour

MINIMUM CHARGE:

One Dollar 50 cents

No special service as office-trips or tiffin-trips.

For hire of cars please

Telephone to West 1213 and 1202

The Only Sufferer— A MOTOR-CAR OWNER!

"There was a remarkable absence of fires during the Chinese New Year Celebrations. From Friday night, the 31st January, when a Motor-Car took fire in Thorburn Road, to the morning of Tuesday, the 4th February, there was not a single fire in the International Settlement." (Vide Local Press.)

YOUR CAR may be destroyed by fire any day or night—HAVE YOU INSURED IT? Don't delay! Take out an

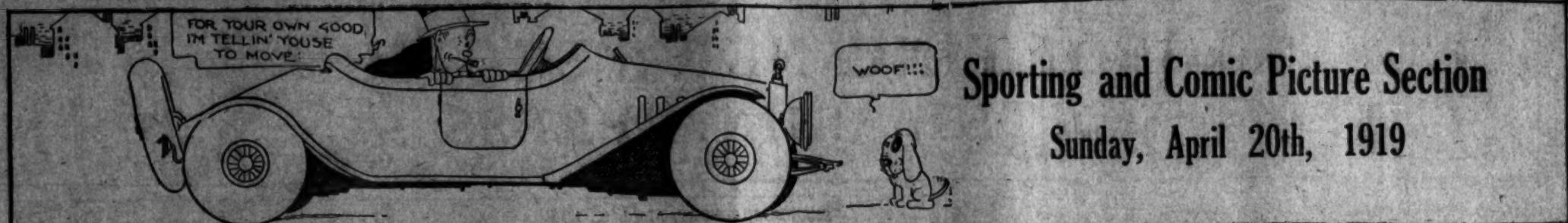
X. S. POLICY

which relieves you of personal loss, liability and third party claims at a small cost annually. Write for a prospectus.

C. E. Sparke Insurance Office, No. 44, Kiangse Road

AGENTS, EXCESS INSURANCE CO., LTD.

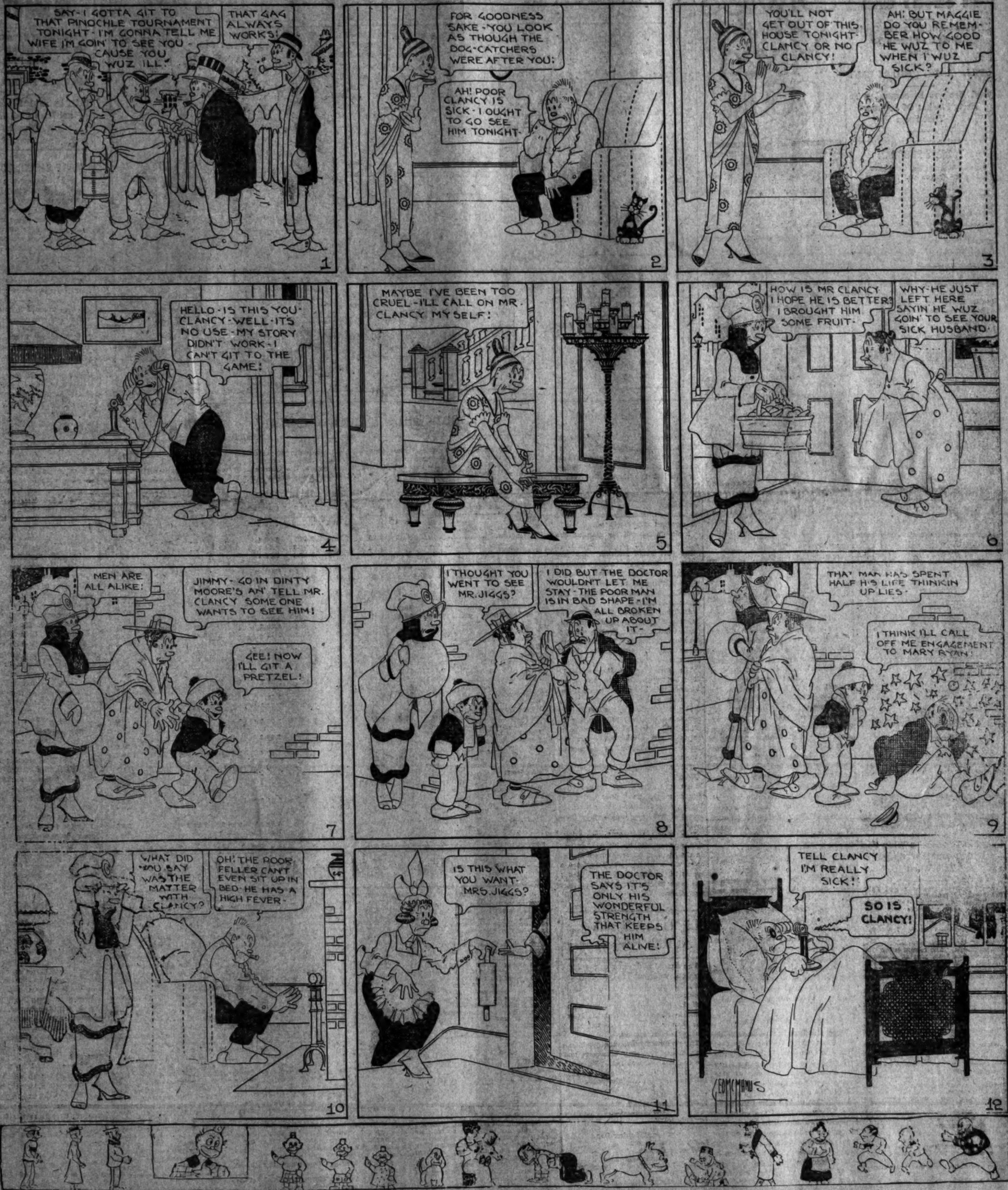
With the Daytona victories of February 12, 14 and 17, Packard gained possession of all speed records.



Sporting and Comic Picture Section

Sunday, April 20th, 1919

Bringing Up Father





SHANGHAI, SUNDAY, APRIL 20, 1919

QUIROS NINE WINS IN SHORT GAME

Five And A Half Inning Contest Winds Up Fifteen To Four

STILL A BIT TOO CHILLY

Cool Zephyrs Discouraging To Early Flashes Of Summer Time Form

TODAY'S PROGRAM

2 p.m.—Wilmington vs. Palos
2:30 p.m.—Quiros vs. Villalobos.

White sportive zephyrs zipped about the lot and spectators assured each other that it was still too early to wax enthusiastic the pastime reputations of the gunboats Palos and Quiros worked their way through five and a half innings of extremely Spring baseball at the Race Course diamond yesterday afternoon.

Quite a considerable representation of fans frescoed the base lines for the exhibition and at one or two stages the landscape assumed, briefly, the look of a real, actively engaged baseball yard, but at other times it was pretty apparent that the days are still too chill for fervent play. Yesterday's games concluded at 154.

The Palos balloon got away to a flying start immediately hostilities opened and never got near enough to anything to warrant a yell. Quiros sounded alarm. The aviation began after the Palos had failed to show anything in their half. Reynolds, clinching the ballast overboard. The usually effective Palos pitcher had been haled into court to answer for his shortcomings and he had been given further exhortations without number regarding the desirability of cleanliness.

Waung was very bitter. The laundry was clean, he retorted, and all necessary repairs had been made.

Anyhow, if the Health Department, wasn't satisfied with the way the place was conducted, why didn't it give specific instructions as to its desires? The inspectors were continually calling and stating that changes must be made, but when he inquired "what changes?" and how the changes were to be effected, no details were given him.

He was simply ordered to go ahead and get the changes made.

"I'm going to close this laundry and go back to Ningpo," declared Waung, "because these sanitary inspectors are such a nuisance that running a laundry is no satisfaction whatever."

Waung's determination to change the scene of his operations was applauded by the court but it was arranged that before doing so he should deposit \$10 in the court ex-claimer.

Encouragement For Insomnia

The watchman whose duty it was to keep an eye on the vacant property at 705 Rangoon Road returned from supper the other evening and found the lock smashed off the front door. He dashed agitatedly within, expecting to find a desolated interior.

After considerable search he pulled Koo Sung-jan out of a dark corner.

Koo assured the court that there was nothing unrighteous in his conduct. He had observed that the house was empty and he needed rest badly. Therefore he had tried the door and, finding it locked, had broken in. He had no intention of taking anything except a snooze and it was a surprise to him that such a program was contrary to the statutes. The court heightened his surprise by ordering him off to the city bastille for a couple of months.

Max Malini, the well-known magician, accompanied by his son, arrives on the Sunning tomorrow from Hong-kong where he has just completed a successful engagement. Mr. Malini has been touring Australia the past five years.

Straining Friendship

When a private rascal drew up to the curb and the fare stepped out and handed the coolie ten cents and placed the latter, Koo Ah-fok, under arrest, subsequently relating the circumstances in the Mixed Court, where Koo was charged with plying a privately licensed vehicle for hire.

Koo admitted the facts, but, he said, the fare happened to be an old friend of his and he had only given him transport to be obliging. Koo's readiness to oblige cost him a dollar, besides the ten cents, which were confiscated.

Under Pressure Of The Times

Many chickens had unaccountably disappeared from the Tsing Ka Ong village, off Gordon Road, recently and when Yau Ling-kung saw Sung Sien-ching laying a train of rice grains from a well populated poultry yard to the corner of a hedge he had a hunch that he had solved the mystery. Sung confirmed the suspicion by confessing that he had lured the birds away and put the blame on the high price of meat in the local markets. Sung's diet for the next month will include few such delicacies as fried chicken but it will not cost him anything.

Smiles from the Mixed Court

INDOOR SPORTS



By Tad

NEAR RECORDS IN MANY RACES

Ponies Make Remarkable Time in Several Events On Kiang-wan Program

ANOTHER MEETING MONDAY.

Third Extra Of Season At Shanghai Race Club Will Start Dopesters

MORE RACING TOMORROW

The third extra race meeting of the season will be held at the Shanghai Race Club tomorrow afternoon and will give local devotees an opportunity to see up ponies sure to figure in the coming Spring meeting. The first muddling bell will be rung at 2:30 o'clock.

Five of the ten races at Kiang-wan yesterday were run in remarkable time, ponies nearly equaling the track record in the Easter Fly-away Plate, the Chasse Cup, Easter Selling Plate, the Nanyang Stakes and Land o' Plum Stakes. The stellar event of the afternoon, the Easter Selling Plate, ended in a dead heat. Persianlight and Spottedsand, figuring in the great race. Five events were won by margins of a length or less. The dividends were consistently high being over \$24 in all but one race.

It was one of the best all-around race meetings ever staged at Kiang-wan and the big crowd that turned out to the first meeting of the International Recreation Club saw the ponies run under the best possible conditions. The course was hard and fast a stiff breeze aided the horses in the stretch. The time of all races was good.

The best mark of the afternoon and the nearest approach to the track record came in the Nanyang Stakes, the ninth race, when Mr. Burkhill rode Desertland to a length-and-a-half victory over Bixahoot in the remarkable time of 1:47 2/5 seconds for the seven furlongs. The record for the course is 1:47 and would have been broken yesterday had Bixahoot pressed Desertland in the last 200 yards. The finish was a hummer. Desertland breaking away with but a hundred yards to go and Bixahoot leading Polar Star, the favorite, by a neck.

Mr. Heard on Kowloon, won the first race, five furlongs in 1:13 1/5, a second slower than the record. Mr. Springfield on Bixahoot was three-quarters of a length behind, leading Mr. Hu on Sideway a half a lengths at the money tote by the judges. Kowloon paid \$82.10.

The second race was another fast event. Mr. Springfield pulling a surprise by riding Salaro the mile in 2:05 4/5, two and two-fifths seconds behind the track mark, and paying the biggest dividend of the day, \$169.50.

Railway, with Mr. Liu up, travelled a mile and a quarter in 2:23 4/5, three and three-fifths seconds slower than the record in the Yangtze Stakes, winning by a length and a half from Polar Star. Pennyfield was the third pony, two lengths behind. Railway paid \$83.40 for the win.

Mr. Springfield figured again as a winner, taking the Sleepiecham on the Earl and netting his backers \$52.40. The victory was an easy one. Mr. Springfield leading Mr. Morris on Titchfield by four lengths at the finish.

With but three entries in the Easter Criterion Stakes, the race was featured by the dead heat for second place, Sans Peur, Mr. Crookan riding, and Lanchester, Mr. Hu up, racing the battle in the stretch that gave neither the advantage at the finish. Mr. Burkhill won on Shenkenland, four lengths ahead of the second ponies.

The best race of the afternoon was the April Handicap which was taken by Illumination, with Mr. Crookan up, after a fight in the stretch. Illumination, King of Hearts and Guiding Star were the three ponies to ease from the bunch in the stretch but they were pressed to the wire while they had a nice little scrap all to themselves. Illumination crossed the finish line a short head victor over King of Hearts. The second pony took the place by a head margin over Guiding Star. Mr. Hill

Shanghai Races--Spring Training

Saturday, April 19.

The best show of the season was put up by Castlemore, the pony doing 15 1/2 miles in 3:59.3. Castlewood and The Oriole went slow for the 1 1/2, but finished in good style, the former in 30.4 and the latter in 30.1. In the Derby selections Allied King registered the best showing, doing the 1 1/2 miles in 3:55.4. The official gallops follow:

Pony	Rider	2 1/2 miles	3 1/2 miles	4 miles	5 miles	6 miles	7 miles	7 1/2 miles	8 miles	9 miles	10 miles	11 miles	12 miles	13 miles	14 miles	15 miles	16 miles	17 miles	18 miles	19 miles	20 miles	21 miles	22 miles	23 miles	24 miles	25 miles	26 miles	27 miles	28 miles	29 miles	30 miles	31 miles	32 miles	33 miles	34 miles	35 miles	36 miles	37 miles	38 miles	39 miles	40 miles	41 miles	42 miles	43 miles	44 miles	45 miles	46 miles	47 miles	48 miles	49 miles	50 miles	51 miles	52 miles	53 miles	54 miles	55 miles	56 miles	57 miles	58 miles	59 miles	60 miles	61 miles	62 miles	63 miles	64 miles	65 miles	66 miles	67 miles	68 miles	69 miles	70 miles	71 miles	72 miles	73 miles	74 miles	75 miles	76 miles	77 miles	78 miles	79 miles	80 miles	81 miles	82 miles	83 miles	84 miles	85 miles	86 miles	87 miles	88 miles	89 miles	90 miles	91 miles	92 miles	93 miles	94 miles	95 miles	96 miles	97 miles	98 miles	99 miles	100 miles	101 miles	102 miles	103 miles	104 miles	105 miles	106 miles	107 miles	108 miles	109 miles	110 miles	111 miles	112 miles	113 miles	114 miles	115 miles	116 miles	117 miles	118 miles	119 miles	120 miles	121 miles	122 miles	123 miles	124 miles	125 miles	126 miles	127 miles	128 miles	129 miles	130 miles	131 miles	132 miles	133 miles	134 miles	135 miles	136 miles	137 miles	138 miles	139 miles	140 miles	141 miles	142 miles	143 miles	144 miles	145 miles	146 miles	147 miles	148 miles	149 miles	150 miles	151 miles	152 miles	153 miles	154 miles	155 miles	156 miles	157 miles	158 miles	159 miles	160 miles	161 miles	162 miles	163 miles	164 miles	165 miles	166 miles	167 miles	168 miles	169 miles	170 miles	171 miles	172 miles	173 miles	174 miles	175 miles	176 miles	177 miles	178 miles	179 miles	180 miles	181 miles	182 miles	183 miles	184 miles	185 miles	186 miles	187 miles	188 miles	189 miles	190 miles	191 miles	192 miles	193 miles	194 miles	195 miles	196 miles	197 miles	198 miles	199 miles	200 miles	201 miles	202 miles	203 miles	204 miles	205 miles	206 miles	207 miles	208 miles	209 miles	210 miles	211 miles	212 miles	213 miles	214 miles	215 miles	216 miles	217 miles	218 miles	219 miles	220 miles	221 miles	222 miles	223 miles	224 miles	225 miles	226 miles	227 miles	228 miles	229 miles	230 miles	231 miles	232 miles	233 miles	234 miles	235 miles	236 miles	237 miles	238 miles	239 miles	240 miles	241 miles	242 miles	243 miles	244 miles	245 miles	246 miles	247 miles	248 miles	249 miles	250 miles	251 miles	252 miles	253 miles	254 miles	255 miles	256 miles	257 miles	258 miles	259 miles	260 miles	261 miles	262 miles	263 miles	264 miles	265 miles	266 miles	267 miles	268 miles	269 miles	270 miles	271 miles	272 miles	273 miles	274 miles	275 miles	276 miles	277 miles	278 miles	279 miles	280 miles	281 miles	282 miles	283 miles	284 miles	285 miles	286 miles	287 miles	288 miles	289 miles	290 miles	291 miles	292 miles	293 miles	294 miles	295 miles	296 miles	297 miles	298 miles	299 miles	300 miles	301 miles	302 miles	303 miles	304 miles	305 miles	306 miles	307 miles	308 miles	309 miles	310 miles	311 miles	312 miles	313 miles	314 miles	315 miles	316 miles	317 miles	318 miles	319 miles	320 miles	321 miles	322 miles	323 miles	324 miles	325 miles	326 miles	327 miles	328 miles	329 miles	330 miles	331 miles	332 miles	333 miles	334 miles	335 miles	336 miles	337 miles	338 miles	339 miles	340 miles	341 miles	342 miles	343 miles	344 miles	345 miles	346 miles	347 miles	348 miles	349 miles	350 miles	351 miles	352 miles	353 miles	354 miles	355 miles	356 miles	357 miles	358 miles	359 miles	360 miles	361 miles	362 miles	363 miles	364 miles	365 miles	366 miles	367 miles	368 miles	369 miles	370 miles	371 miles	372 miles	373 miles	374 miles	375 miles	376 miles	377 miles	378 miles	379 miles	380 miles	381 miles	382 miles	383 miles	384 miles	385 miles	386 miles	387 miles	388 miles	389 miles	390 miles	391 miles	392 miles	393 miles	394 miles	395 miles	396 miles	397 miles	398 miles	399 miles	400 miles	401 miles	402 miles	403 miles	404 miles	405 miles	406 miles	407 miles	408 miles	409 miles	410 miles	411 miles	412 miles	413 miles	414 miles	415 miles	416 miles	417 miles	418 miles	419 miles	420 miles	421 miles	422 miles	423 miles	424 miles	425 miles	426 miles	427 miles	428 miles	429 miles	430 miles	431 miles	432 miles	433 miles	434 miles	435 miles	436 miles	437 miles	438 miles	439 miles	440 miles	441 miles	442 miles	443 miles	444 miles	445 miles	446 miles	447 miles	448 miles	449 miles	450 miles	451 miles	452 miles	453 miles	454 miles	455 miles	456 miles	457 miles	458 miles	459 miles	460 miles</

tip. Mr. Hu rode King of Hearts, the pony paying \$52.30.

The Easter Stakes went to Charing Cross, Mr. Vida up, in the fast time of 1:31 2/5 for the three quarters. Hackers collected \$24.16.

Desertland paid \$64.19 in the ninth race and Leganfield was good for \$21.40 in the final event, which was run in two and one fifth seconds slower than the track record.

1.—The Easter Flyaway Plate.—Value \$100; second pony, \$100; third pony, \$50. For all China Ponies. Weight for inches as per scale. Winners of, since January 1, 1919, a five furlongs race, five pounds extra. Entrance \$5. Five furlongs.

Mr. B. D. Kapteyn's grey

Kowloon, (Mr. Heard) 155-1

Mr. D. Kapteyn's grey Bix-

shoot, (Mr. Springfield) 155-2

Mr. Cloud's grey Sideway, (Mr.

H. F. Hu) 155-3

Also ran: The Kangani, (Mr. T. U. Yih), Tyrant, (Mr. Vida), Poppy, (Mr. Hill), Yorkshire, (Mr. Liou), Christmas Day, (Mr. Crokam) and Goleta, (Mr. Nagai).

Won by three quarters of a length; half a length. Time—1:18 1/5.

Parimutuel—for win, \$82.10; for place, \$14.40; \$6.20 and \$12.20.

Cash sweep—first, \$9; second, \$9; third, \$7; unplaced—10, 24, 94, 100, 149 and 182.

2.—The Chase Cup.—Value \$100;

second pony, \$100; third pony, \$50. For all China Ponies that have never been raced previous to January 1, 1919. Weight for inches as per scale. Maidens allowed five pounds. Winners of two or more races, five pounds extra. Entrance \$5.—One mile.

Mr. Cerno's chestnut Salaro, (Mr. Springfield) 155-1

Cape Bahnsuds brown Toborg, (Mr. Crokam) 155-2

Meuse, Sky and Hickling's grey

Mazorek, (Mr. Heard) 155-3

Also ran: En Avant Marche, (Mr. H. F. Hu), China Sea, (Mr. T. U. Yih), Free and Easy, (Mr. Liou), Reformation, (Mr. Vida), Asama, (Mr. Tomono), Triumphant Star, (Mr. Hill), Easter Star, (Mr. A. V. White) and Haruna, (Mr. Nagai).

Won by one length; two lengths.

Time—2:03 4/5.

Parimutuel—for win, \$169.50; for place, \$44.90; \$9.30 and \$8.10.

Cash sweep—first, \$59; second, \$2; third, \$28; unplaced—192, 202, 319, 328, 239, 206, 184 and 118.

3.—The Yangtze Stakes.—Value

\$100; second pony, \$100; third pony, \$50. For all China Ponies. Weight for inches as per scale. Maidens allowed seven pounds. Entrance \$5.—One mile.

Mr. Wagner's white Railway, (Mr. Liou) 155-1

Mr. Tuckson's black Polar Star, (Mr. Hill) 155-2

Mr. Harry Morris' grey Penny

field, (Mr. Morris) 155-3

Also ran: Yellow Diamond, (T. U. Yih), Sans Peur, (Mr. Crokam), Lancashire, (Mr. H. F. Hu), Ye Illustration, (Mr. Matsumoto), Runaway, (Mr. V. S. Chow) and Trustland, (Mr. Burkill).

Won by one length and a half; two lengths.

Time—2:28 4-5.

Parimutuel—for win, \$169.50; for place, \$44.90; \$9.30 and \$8.10.

Cash sweep—first, \$59; second, \$2; third, \$28; unplaced—192, 202, 319, 328, 239, 206, 184 and 118.

4.—The Easter Maiden Steeplechase.—Value \$300; second pony, \$100; third pony, \$50. For all China Ponies. Weight for inches as per scale. Maidens allowed five pounds; weight 155 pounds. Entrance \$5.—About two miles.

Mr. J. Spunt's brown Persian

Light, (Mr. Heard) 155-1

Mr. C. R. Burkill's spot Spotted

Sand, (Mr. Burkill) 155-2

Mr. Day's white Native land

(Mr. H. F. Hu) 155-3

Dead heat.

Also ran: Western Star, (Mr. Hill), Carbon, (Mr. Springfield), Rockland

(Mr. Rowe), Climax, (Mr. Vida), Loofield, (Mr. T. U. Yih), Johnston

(Mr. A. V. White), Yorkshire, (Mr. Nagai), Unionist, (Mr. Liou), Justification, (Mr. Crokam), Goleta, (Mr. Tomono).

Dead heat; three lengths. Time—2:04 4-5.

Parimutuel—for win, \$10.80 and

place, \$12.10; \$6.70.

Cash sweep—first, \$7; second, \$252.

5.—The Easter Criterion Stakes.—Value \$100; second pony, \$100; third pony, \$50. For all China Ponies. Weight for inches as per scale. Maidens allowed ten pounds. Entrance \$5.—One mile.

Mr. Dan's grey Skunkland, (Mr. Burkill) 155-1

Mr. T. G. Robinson's chestnut

Sans Peur, (Mr. Crokam) 155-2

Mr. Lamerton's grey Medina

Sidonia, (Mr. Rowe) 155-3

Also ran: Dunera, (Mr. Nagai) and

Battle Axe, late Fanning Chief, (Mr. C. Royl).

Won by four lengths; three quarters of a length.

Time—4:48 4-5.

Parimutuel—for win, \$52.40; for place, \$12.10; \$6.70.

Cash sweep—first, \$7; second, \$252.

6.—The April Handicap.—Value

\$300; second pony, \$100; third pony, \$50. For China ponies that have never been raced previous to January 1, 1919.

Handicap weight published on morning of the race. Winners after publication of the weights to carry five pounds extra. Entrance \$5.—One mile and a quarter.

Mr. Perchangs' chestnut

Illumination, (Mr. Crokam) 155-1

Mr. Cheung Sung's grey King of

Hearts, (Mr. H. F. Hu) 155-2

Mr. Tuckson's grey Guiding

Star, (Mr. W. Hill) 155-3

Also ran: Roseway, Mr. T. U. Yih, Ralph de Palma, (Mr. Vida), York, (Mr. Burkill), Honglai, (Mr. Liou) and Flying Star, (Mr. Heard).

Won by short head; a head. Time—2:40 3-5.

Parimutuel—for win, \$24.10; for place, \$5.70; \$5.80 and \$7.30.

Cash sweep—first, \$41; second, \$1; third, \$22; unplaced, \$2, 232, 444, 190, 416.

7.—The Easter Stakes.—Value \$100;

second pony, \$100; third pony, \$50. For China ponies being born side griffins of this meeting.

Heinie Wagner Released By Boston Red Sox



\$9.90; for place, \$8.10, \$8.30 and \$6.40.

Cash sweep—first, 482 and 225; third, 127; unplaced, 297, 229, 589, 685, 309, 29, 221, 467, 574 and 567.

9.—The Nanyang Stakes.—Value \$300; second pony, \$100; third pony, \$50. For all China ponies. Weight for inches as per scale. Winners at this meeting five pounds extra. Entrance \$5.—Seven furlongs.

Mr. Day's bay Desertland, (Mr. Burkill) 155-1

Mr. B. D. Kapteyn's grey Bix-

shoot, (Mr. Springfield) 155-2

Mr. Tuckson's black Polar

Star, (Mr. Hill) 155-3

Also ran: The Kangani, (Mr. A. V. W. White), Tyrant, (Mr. Vida), The Dear, (Mr. E. S. B. Rowe), Christmas Day, (Mr. Crokam), Bonanza, (Mr. Heard).

Won by one length and a half; a neck. Time—1:47 3-5.

Parimutuel—for win, \$84.10; for place, \$13.50; \$7.50 and \$7.10.

Cash sweep—first, \$2; second, \$238; third, \$7; unplaced—10, 24, 94, 100, 149 and 182.

10.—The Land of Plums Stakes.—Value \$300; second pony, \$100; third pony, \$50. For all China Ponies that have never been raced previous to January 1, 1919. Weight for inches as per scale. Maidens allowed five pounds. Winners of two or more races, five pounds extra. Entrance \$5.—One mile.

Mr. Cerno's chestnut Salaro, (Mr. Springfield) 155-1

Cape Bahnsuds brown Toborg, (Mr. Crokam) 155-2

Meuse, Sky and Hickling's grey

Mazorek, (Mr. Heard) 155-3

Weight for inches as per scale.

—Three quarters of a mile.

Mr. Harry White's grey Chas-

ting Cross, (Mr. Frank

Vida) 155-1

Misses Winsome and Hasty's

bay The Greenfinch, (Mr.

W. Hill) 155-2

Mr. Fash's grey The Gink,

(Mr. Heard) 155-3

Also ran: Sans Merci, (Mr. T. U. Yih), Newcastle, (Mr. Burkill), Aramis, (Mr. Rowe), Easter Egg, (Mr. Morris), King of Spades, (Mr. A. V. White), Blackbird, (Mr. Crokam), Laswade, (Mr. Springfield), Pacific, (Mr. Heard) and Royal Star, (Mr. Liou).

Won by one length and a half; one length and a half. Time—1:31 3-5.

Parimutuel—for win, \$21.40; for place, \$4.90, \$1.50 and \$1.20.

Cash sweep—first, \$58; second, \$2; third, \$26; unplaced—242, 484, 238, 198, 505, 255, 85.

11.—The Easter Selling Plate.—Value \$400; second pony, \$100; third pony, \$50. For all China Ponies. Weight for inches as per scale. Maidens allowed seven pounds. Entrance \$5.—One mile.

Mr. Wagner's white Railway, (Mr. Liou) 155-1

Mr. Tuckson's black Polar Star, (Mr. Hill) 155-2

Mr. Harry Morris' grey Penny

field, (Mr. Morris) 155-3

Also ran: Sans Merci, (Mr. T. U. Yih), Ye Illustration, (Mr. Matsumoto), Runaway, (Mr. V. S. Chow) and Trustland, (Mr. Burkill).

Won by one length and a half; two lengths.

Time—2:28 4-5.

Parimutuel—for win, \$36.40; for place, \$7.40; \$1.50 and \$1.20.

Cash sweep—first, \$26; second, \$9; third, \$27; unplaced—244, 174, 168, 53, 266 and 258.

12.—The Easter Maiden Steeplechase.—Value \$300; second pony, \$100; third pony, \$50. For all China Ponies. Weight for inches as per scale. Maidens allowed five pounds; weight 155 pounds. Entrance \$5.—About two miles.

Mr. J. Spunt's brown Persian

Light, (Mr. Heard) 155-1

Mr. C. R. Burkill's spot Spotted

Sand, (Mr. Burkill) 155-2

Mr. Day's white Native land

(Mr. H. F. Hu) 155-3

Dead heat.

Also ran: Western Star, (Mr. Hill), Carbon, (Mr. Springfield), Rockland

(Mr. Rowe), Climax, (Mr. Vida), Loofield, (Mr. T. U. Yih), Johnston

(Mr. A. V. White), Yorkshire, (Mr. Nagai), Unionist, (Mr. Liou), Justification, (Mr. Crokam), Goleta, (Mr. Tomono).

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Little Jimmy

